SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

178

To Take Effect Sunday, March 8, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

L. B. McDONALD,	C. F. DONNATIN,	W. B. KIRKLAND,	H. R. GERNREICH,
General Manager.	*Assistant General Manager.*	*Superintendent of Transportation.*	*Superintendent.*

VENTURA SUBDIVISION

Rules 86 and 93. Between Santa Barbara and Burbank Jct., Second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

Rule 5. Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains, except exclusively Government business, must stop at Glendale.

Additional flag stop No. 72, Simi (M.P. 433.5).

No. 72 stop daily except Sunday at Carpinteria to receive U. S. mail.

No. 72 reduce speed passing Air Mail Field between Hewitt and Burbank Jct. to dispatch mail.

Additional flag stops to receive or discharge passengers:

No. 70 Camarillo, Moorpark—Receive revenue to Los Angeles or beyond.

No. 76 Ventura—Discharge revenue from or beyond Salinas.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 72 Miramar (M. P. 374.6), Receive to Yuma or beyond. Los Angeles Yard—Discharge D.H. trainmen and enginemen.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS									Distance from San Francisco	Time Table No. 178 March 8, 1942	
	806	804	802	808	812	72	52	98	60	76	26	374	70	56			
	Freight	Freight	Freight	Freight	Freight	Passenger	San Joaquin	Morning Daylight	West Coast	Lark	Owl	C. M. E.	Coaster	Tehachapi			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.	Leave Daily	Leave Daily		**STATIONS**	
BKWOTP Sta. Barbara yd.					11.25 PM	7.00 PM		**3.27 PM**		6.10 AM		5.30 AM	5.20 AM		370.7	TO-R SANTA BARBARA 1.2	D.T.
					11.32	7.05		3.30		6.15		5.35	5.25		371.9	EAST SANTA BARBARA 5.4	
106 P					11.42	7.13		3.37		6.23		5.43	5.33		377.3	ORTEGA 3.9	
40 P					11.50	f 7.19		3.42		6.28		5.48	5.38		381.2	TO CARPINTERIA 2.2	
40 P					11.54	7.23				6.32		5.51	5.41		383.4	WAVE 2.3	
39 P					11.59 PM	7.27		3.48		6.36		5.55	5.45		385.7	PUNTA 2.9	
105 P					12.06 AM	7.32		3.52		6.40		6.00	5.50		388.6	SEACLIFF 4.3	
29 P					12.15	7.38		3.57		6.46		6.06	5.56		392.9	DULAH 4.4	
P															397.3	VENTURA JCT. 0.9	
Yard Limits 123 WP					12.25	s 7.50		4.05		6.56		6.16	s 6.06		398.2	TO VENTURA 5.0	
40 YP					12.33	f 7.57				7.02		6.22	6.12		403.2	MONTALVO 4.6	
Yard Limits 107 BKWOP					12.43	s 8.10		4.16		7.09		6.30	s 6.20		407.8	TO OXNARD 4.3	
66 P					12.53	8.17		4.21		7.15		6.36	6.26		412.1	LEESDALE 4.5	
117 P					1.02	s **8.36**		4.26		7.21		6.42	6.32		416.6	TO CAMARILLO 3.2	
43 P					1.10	f 8.42		4.29		7.26		6.47	6.37		419.8	SOMIS 3.1	
65 P					1.20	8.47		4.32		7.31		6.52	6.42		422.9	LAGOL 4.2	
103 WP					1.35	f 8.53		4.36		7.37		6.59	6.49		427.1	TO MOORPARK 5.1	
69 P					1.50	**9.03**				7.46		7.08	6.58		432.2	STRATHEARN 5.3	
105 P					2.04	f 9.12		4.47		7.55		7.17	7.07		437.5	TO SANTA SUSANA 3.5	
72 P					2.18	f 9.19		4.52		8.02		7.24	7.14		441.0	HASSON 4.5	A. B. S.
85 WYP					2.33	9.27		4.59		8.09		7.33	7.23		445.5	TO CHATSWORTH 4.4	
E 56 W 56 P					2.41	f 9.33		5.03		8.15		7.38	7.29		449.9	TO NORTHRIDGE 4.2	
E 38 W 44					2.49	**9.46**		5.07		8.20		7.43	7.35		454.1	RAYMER 4.3	
103 P					2.57	9.53		5.11		8.25		7.48	7.41		458.4	HEWITT 4.3	
Los Angeles yard 53 IP	8.50 PM	2.20 PM	8.46 AM	3.18 AM	3.05	9.59	7.30 PM	5.15	8.35 AM	8.30	7.59 AM	7.53	7.47	3.10 AM	462.7 471.6	TO BURBANK JCT. 0.5	D.T.
YP						f 10.00								f 3.12	472.1	BURBANK 5.0	
P						s 10.12	s 7.40	s 5.27	s 8.47	s 8.42	s 8.12	8.07	s 8.02	s 3.35	477.1	GLENDALE 0.2	
I															477.3	GLENDALE TOWER P. E. Ry. CROSSING 1.2	
															478.5	ARROYO JCT. 1.2	
BKW OYP	9.15 PM	2.45 PM	9.10 AM	3.55 AM	3.30 AM							8.15 AM		f	479.7	TO-R LOS ANGELES YD. 1.0	
Interlocking I						10.23	7.48	5.34	8.58	8.49	8.23		8.13	3.48	480.7	DAYTON AVE. TOWER 0.8	
															481.5	GLENDALE JCT. 0.4	
						10.28	7.53	5.38	9.03	8.53	8.28		8.18	3.53	481.9	EAST BANK JCT. 0.15	
															482.05	U. P. R. R. CROSSING 0.08	
															482.13	A. T. & S. F. Ry. CROSSING 0.05	
I						10.30	7.55	5.40	9.05	8.55	8.30		8.20	3.55	482.18	MISSION TOWER 0.62	
BKW IYP						s 10.35 PM	s 8.00 PM	s 5.45 PM	s 9.10 AM	s 9.00 AM	s 8.35 AM		s 8.25 AM	s 4.00 AM	482.8	TO-R LOS ANGELES LAUPT	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily		(103.2)	
	(0.25) 19.44	(0.25) 19.44	(0.24) 20.25	(0.37) 13.03	(4.05) 24.57	(3.35) 28.80	(0.30) 22.40	(2.18) 44.86	(0.35) 19.20	(2.50) 36.42	(0.36) 18.66	(2.45 36.40	(3.05) 33.47	(0.50) 13.44		Time over District Average Speed per Hour	

VENTURA SUBDIVISION

WESTWARD

Time Table No. 178

March 8, 1942

	STATIONS	Distance from Los Angeles	FIRST CLASS									THIRD CLASS			
			99	51	71	25	69	59	373	55	75	801	803	805	807
			Morning Daylight	San Joaquin	Passenger	Owl	Coaster	West Coast	C. M. W.	Tehachapi	Lark	Freight	Freight	Freight	Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
D.T.	TO-R SANTA BARBARA 1.2	103.2	s 10.28 AM		s 11.25 AM		s 10.00 PM		s 10.25 PM		s 11.37 PM				
	EAST SANTA BARBARA 5.4	102.0	10.25		11.20		9.55		10.21		**11.32**				
A. B. S.	ORTEGA 3.9	96.6	10.18		11.10		9.45		10.13		11.24				
	TO CARPINTERIA 2.2	92.7	10.13		s 11.05		9.39		10.08		11.19				
	WAVE 2.3	90.5			10.58		9.34								
	PUNTA 2.9	88.2	10.07		10.54		9.30		10.02		11.13				
	SEACLIFF 4.3	85.3	10.03		10.50		9.25		9.58		11.09				
	DULAH 4.4	81.0	9.58		10.44		9.19		9.53		11.04				
	VENTURA JCT. 0.9	76.6													
	TO VENTURA 5.0	75.7	9.51		s 10.35		s 9.10		9.45		10.56				
	MONTALVO 4.6	70.7			f 10.24		8.58		9.39		10.50				
	TO OXNARD 4.3	66.1	9.40		s 10.18		s 8.52		9.33		10.44				
	LEESDALE 4.5	61.8	9.36		10.09		8.41		9.27		10.39				
	TO CAMARILLO 3.2	57.3	9.31		f 10.04		**8.36**		9.22		10.34				
	SOMIS 3.1	54.1			f 9.59		8.31		9.18		10.30				
	LAGOL 4.2	51.0	9.25		9.55		8.26		9.14		10.26				
	TO MOORPARK 5.1	46.8	9.21		f 9.50		8.21		9.09		10.21				
	STRATHEARN 5.3	41.7			9.44		8.15		**9.03**		10.15				
	TO SANTA SUSANA 3.5	36.4	9.10		f 9.38		8.08		8.57		10.09				
	HASSON 4.5	32.9	9.06		f 9.33		8.03		8.51		10.04				
	TO CHATSWORTH 4.4	28.4	8.59		f 9.26		7.54		8.44		9.56				
	TO NORTHRIDGE 4.2	24.0			f 9.20		7.48		8.38		9.51				
	RAYMER 4.3	19.8	8.52		9.14		7.42		8.33		**9.46**				
	HEWITT 4.3	15.5	8.48		9.09		7.37		8.28		9.41				
D.T.	TO BURBANK JCT. 0.5	11.2	8.43	8.59 AM	9.04	6.31 PM	7.32	7.46 PM	8.22	9.15 PM	9.36	12.35 AM	8.20 AM	9.45 AM	5.25 PM
	BURBANK 5.0	10.7			f					f 9.14					
	GLENDALE 0.2	5.7	s 8.35	s 8.51	s 8.56	s 6.23	s 7.23	s 7.38	8.14	s 9.04	s 9.27				
	GLENDALE TOWER P. E. Ry. CROSSING 1.2	5.5													
	ARROYO JCT. 1.2	4.3													
	TO-R LOS ANGELES YD. 1.0	3.1							8.05 PM	f		12.10 AM	7.55 AM	9.20 AM	5.00 PM
	DAYTON AVE. TOWER 0.8	2.1	8.25	8.41	8.46	6.11	7.11	7.26		8.36	9.13				
	GLENDALE JCT. 0.4	1.3													
	EAST BANK JCT. 0.15	0.9	8.21	8.36	8.41	6.06	7.06	7.21		8.31	9.07				
	U. P. R. R. CROSSING 0.08	0.75													
	A. T. & S. F. Ry. CROSSING 0.05	0.67													
	MISSION TOWER 0.62	0.62	8.19	8.34	8.39	6.04	7.04	7.19		8.29	9.05				
	TO-R LOS ANGELES LAUPT	0.0	8.15 AM	8.30 AM	8.35 AM	6.00 PM	7.00 PM	7.15 PM		8.25 PM	9.00 PM				
	(103.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour		(2.13) 46.55	(0.29) 23.17	(2.50) 36.42	(0.31) 21.67	(3.00) 34.40	(0.31) 21.67	(2.20) 42.90	(0.50) 13.44	(2.37) 39.43	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44

RULES 86 and 93. Between Santa Barbara and Burbank Jct., Second class and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains except exclusively Government business must stop at Glendale.

Additional flag stops—No. 71, Simi (M.P. 433.5) Summerland (M.P. 376.2).

Additional flag stops to receive or discharge passengers:

No. 71 Los Angeles Yard, receive DH trainmen and enginemen.

No. 25 Burbank, receive to Mojave or beyond.

No. 75 Ventura, receive to Salinas or beyond.

No. 25 will reduce speed at Burbank to receive mail.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths		EASTWARD										Distance from San Francisco	Time Table No. 178	Distance from Colton	WESTWARD			
		THIRD CLASS					FIRST CLASS						March 8, 1942		FIRST CLASS			
		830 Freight	828 Freight	826 Freight	824 Freight	822 Freight	4 Golden State Limited	44 Californian	370 A. O. N.	6 Argonaut	2 Sunset Limited				43 Californian	5 Argonaut	1 Sunset Limited	3 Golden State Limited
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Los Angeles yard	BKW OTP	10.00 PM	9.40 PM	2.50 PM	7.30 AM	1.30 AM						479.7	TO-R LOS ANGELES YARD 1.0	58.6				
	I											480.7	DAYTON AVE. TOWER 0.8	57.6				
												481.5	GLENDALE JCT. 0.4	56.8				
												481.9	EAST BANK JUNCTION 0.2	56.4				
												482.1	TAYLOR JUNCTION	56.2				
	BKW IYP						8.15 PM	8.10 PM		7.30 PM	9.45 AM	481.9	LAUPT TO-R LOS ANGELES 0.62 D.T.	57.1	s 7.45 AM	s 8.00 AM	s 4.20 PM	s 7.40 PM
	I						8.19	8.14	7.50 PM	7.34	9.49	482.52	MISSION TOWER 0.05	56.48	7.36	7.51	4.12	7.36
												482.57	A. T. & S. F. Ry CROSSING 0.08	56.43				
												482.65	U. P. R. R CROSSING 0.15	56.35				
							8.20	8.15	7.51	7.35	9.50	482.8	TAYLOR JUNCTION 4.9	56.2	7.35	7.50	4.11	7.35
	P	10.30	10.10	3.20	8.00	2.00	s 8.35	s 8.30	8.06	s 7.50	s 10.05	487.7	TO ALHAMBRA 2.9	51.3	s 7.20	s 7.36	s 3.56	s 7.20
83	P	10.36	10.16	3.26	8.06	2.06	8.40	8.35	8.11	7.55	10.10	490.6	SAN GABRIEL 4.0	48.4	7.12	7.29	3.48	7.12
70	P	10.44	10.24	**3.42**	8.14	2.14	8.45	8.40	8.16	8.00	10.15	494.6	EL MONTE 0.4	44.4	7.06	7.23	**3.42**	7.07
	I											495.0	EL MONTE TOWER P. E. Ry. CROSSING 2.3	44.0				
125	WP	10.49	10.29	3.49	8.19	2.19	8.49	8.44	8.20	8.04	10.19	497.3	TO BASSETT 3.4	41.7	7.01	7.18	3.37	7.02
75	P	10.55	10.35	3.55	8.25	2.25	8.53	8.48	8.24	8.08	10.23	500.7	TO PUENTE 2.8	38.3	6.56	7.13	3.32	6.57
66	P	11.03	10.42	4.03	8.33	2.33	8.56	8.51	8.27	8.11	10.26	503.5	MARNE 3.3	35.5	6.52	7.09	3.28	6.53
84	P	11.12	10.50	4.12	8.42	2.42	9.01	8.55	8.31	8.15	10.30	506.8	WALNUT 3.9	32.2	6.47	7.05	3.23	6.48
67	P	11.23	11.01	4.22	8.53	2.52	9.07	9.01	8.36	8.21	10.36	510.7	SPADRA 3.6	28.3	6.41	6.59	3.17	6.43
Yard Limits 230	BKWTP	11.40	11.15	4.29	9.10	3.08	9.17	9.10	8.42	8.30	10.45	514.3	A.B.S. TO POMONA 0.1	24.7	6.34	f 6.52	3.10	6.37
												514.4	P. E. Ry CROSSING 3.4	24.6				
128	P	11.51 PM	11.23	4.40	9.21	3.19	9.24	9.16	8.46	8.36	10.51	517.8	NAROD 2.4	21.2	6.26	6.45	3.02	6.30
Yard Limits 117	P	12.02 AM	11.28	4.51	9.32	3.32	9.31	9.21	8.54	8.44	10.57	520.2	TO ONTARIO 3.6	18.8	6.21	f 6.40	2.57	6.25
65	WP	12.10	11.35	4.59	9.40	3.42	9.36	9.26	9.00	8.50	11.02	523.8	GUASTI 3.7	15.2	6.15	6.34	2.51	6.19
75	P	12.19	11.42	5.08	9.49	3.51	9.41	9.31	9.05	8.55	11.06	527.5	ETIWA 2.2	11.5	6.09	6.28	2.45	6.14
87	YP	12.24	11.46	5.13	9.54	3.57	9.44	9.34	9.08	8.58	11.09	529.7	TO SOUTH FONTANA 2.4	9.3	6.06	6.25	2.42	6.11
65	P	12.34	11.51	5.23	10.04	4.07						532.1	AILSA 2.6	6.9				
111	P	12.43	11.56 PM	5.32	10.13	4.16	9.51	9.41	9.16	9.06	11.16	534.7	BLOOMINGTON 4.0	4.3	6.00	6.19	2.36	6.05
	I											538.7	COLTON TOWER A. T. & S. F. Ry. CROSSING 0.0	0.3				
												538.7	U. P. R. R. CROSSING 0.3	0.3				
Colton yard	BKWOTYP	1.00 AM	12.10 AM	5.50 PM	10.30 AM	4.30 AM	s 10.00 PM	s 9.50 PM	9.25 PM	s 9.15 PM	s 11.25 AM	539.0	TO-R COLTON	0.0	5.50 AM	6.09 AM	2.26 PM	5.55 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily		(58.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(3.00) 19.76	(2.30) 23.40	(3.00) 19.76	(3.00) 19.76	(3.00) 19.76	(1.45) 32.62	(1.40) 34.26	(1.35) 35.67	(1.45) 32.62	(1.40) 34.26		Time over District Average Speed per Hour		(1.55) 29.79	(1.51) 30.86	(1.54) 30.05	(1.45) 32.63

No. 3 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Rule 5—Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.

Capacity of main track in car lengths of 49 feet between interlocking derail and west clearance point El Monte 61.

See table on Page 5 for additional flag stops.

List of Intermediate Spurs page 10.

When necessary to stop at signal bridge No. 3, East Bank Line, eastward freight trains will stop west of Main Street Crossing.

BEAUMONT SUBDIVISION

	EASTWARD														WESTWARD			
	SECOND CLASS				FIRST CLASS								Time Table No. 178		FIRST CLASS			
Capacity of Sidings in Car Lengths	838	836	834	832	4	44	370	6	2	Distance from San Francisco			March 8, 1942	Distance from Indio	43	5	1	3
	Freight	Freight	Freight	Freight	Golden State Limited	Californian	A. O. N.	Argonaut	Sunset Limited						Californian	Argonaut	Sunset Limited	Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Colton yard BKWOTYP	6.30 PM	1.00 PM	6.10 AM	12.30 AM	10.05 PM	9.55 PM	9.25 PM	9.20 PM	11.30 AM	539.0		TO-R	COLTON	71.9	s 5.45 AM	s 6.04 AM	s 2.21 PM	s 5.50 PM
													0.0					
										539.0			P. E. Ry. CROSSING	71.9				
													3.6					
114 P	6.45	1.15	6.25	12.45	10.11	10.01	9.31	9.26	11.36	542.6			LOMA LINDA	68 3	f 5.38	5.58	2.15	5.44
													1.9					
65 P	6.50	1.20	6.30	12.50	10.14	10.04	9.34	9.29	11.39	544.5		TO	BRYN MAWR	66.4	5.34	5.54	2.11	5.40
													1.8					
65 P	6.55	1.25	6.35	12.55	10.17	10.07	9.37	9.32	11.42	546.3			REDLANDS	64.6	f 5.30	5.50	2.06	5.36
													2.8					
126 P	7.05	1.35	6.45	1.05	10.24	10.14	9.44	9.39	11.49	549.1			ORDWAY	61.8	5.24	5.44	2.00	5.30
													3.6					
115 WP	7.20	**1.54**	7.00	1.20	10.32	10.22	9.52	9.47	11.57 AM	552.7		TO	EL CASCO	58.2	5.18	5.38	**1.54**	5.24
													2.7					
70 P	7.28	2.02	7.08	1.28	10.36	10.26	9.56	9.51	12.02 PM	555.4			HAIG	55.5	5.13	5.33	1.49	5.19
													1.8					
65 P	7.35	2.09	7.15	1.35	10.40	10.30	10.00	9 55	12.06	557.2			HINDA	53.7	5.09	5.29	1.45	5.15
													2.5					
66 P	7.42	2.16	7.22	1.42	10.45	10.35	10.05	10.00	12.11	559.7			NICKLIN	51.2	5.05	5.24	1.40	5.10
													2.3					
Yard Limits 174 WOYP	8.00	2.34	7.40	2.00	10.52	10.41	10.11	f 10.06	s 12.18	562.0		TO	BEAUMONT	48.9	f 5.00	5.19	1.35	5.05
													3.5					
74 P	8.11	2.45	7.51	2.11	10.58	10.46	10.17	10.11	12.23	565.5			PERSHING	45.4	4.51	5.10	1.26	4.56
													2.7					
110 P	8.20	2.54	8.00	2.20	11.02	10.50	10.22	f 10.15	s 12.28	568.2	A. B. S.	TO	BANNING	42.7	f 4.45	5.04	1.20	4.50
													3.3					
65 P	8.30	3.04	8.10	2.30	11.08	10.56	10.28	10.21	12.34	571.5			OWL	39.4	4.37	4.56	1.11	4.42
													2.6					
110 WP	8.49	3.23	8.29	2.49	11.12	11.00	10.33	10.25	12.38	574.1		TO	CABAZON	36.8	4.29	4.48	1.03	4.34
													2.1					
70 P	8.56	3.30	8.36	2.56	11.16	11.04	10.37	10.29	12.42	576.2			MONS	34.7	4.22	4.41	12.56	4.27
													2.4					
62 P	9.04	3.38	8.44	3.04	11.20	11.08	10.42	10.33	**12.48**	578.6			FINGAL	32.3	4.15	4.34	**12.48**	4.20
													4.0					
108 WP	9.17	**4.13**	8.57	3.17	11.27	f 11.14	10.49	10.39	s 12.57	582.6		TO	PALM SPRINGS	28.3	f 4.06	4.27	12.40	s **4.13**
													2.8					
65 P	9.26	4.22	9.06	3.26	11.32	11.19	10.54	10.44	1.02	585.4			HUGO	25.5	3.57	4.18	12.32	4.03
													2.7					
109 WYP	9.45	4.41	9.25	**3.49** **4.11**	11.37	11.24	10.59	10.49	1.07	588.1		TO	GARNET	22.8	**3.49**	**4.11**	12.25	3.56
													3.5					
65 P	9.54	4.50	9.34	4.20	11.42	11.29	11.04	10.54	1.12	591.6			SALVIA	19.3	3.39	4.02	12.17	3.47
													3.5					
65 P	10.03	4.59	9.43	4.29	11.47	11.34	11.09	10.59	1.17	595.1			RIMLON	15.8	3.34	3.57	12.12	3.42
													3.9					
108 P	10.16	5.12	9.56	4.42	11.52	11.39	11.14	11.04	1.22	599.0		TO	EDOM	11.9	3.29	3.52	12.07	3.37
													2.5					
65 P	10.21	5.17	10.01	4.47	11.57 PM	11.43	11.18	11.08	1.26	601.5			DRY CAMP	9.4	3.24	3.47	12.03 PM	3.33
													5.0					
64 P	10.31	5.27	10.11	4.57	12.03 AM	11.49	11.24	11.14	1.32	606.5			MYOMA	4.4	3.18	3.41	11.57 AM	3.27
													4.4					
Indio yard BKWOYP	10.40 PM	5.36 PM	10.20 AM	5.06 AM	s 12.10 AM	s 11.56 PM	s 11.31 PM	s 11.21 PM	s 1.39 PM	610.9		TO-R	INDIO	0.0	3.11 AM	3.34 AM	11.50 AM	3.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily				(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.10) 17.26	(4.36) 15.63	(4.10) 17.26	(4.36) 15.63	(2.05) 34.51	(2.01) 35.65	(2.06) 34.23	(2.01) 35.65	(2.09) 33.51				Time over District Average Speed per Hour		(2.34) 28.01	(2.30) 28.76	(2.31) 28.54	(2.30) 28.76

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1, 2 and 4 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in Mail car.

List of Intermediate Spurs page 10.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Palm Springs	Unload Baggage			Daily
43	Ontario-Pomona	Receive	Los Angeles		When No. 5 is over one hour late.
43	Any Station	Discharge Revenue		Phoenix	Daily
1	Palm Springs Banning, Beaumont, Redlands, Ontario, Pomona	Receive, Discharge, Revenue	Alhambra	Yuma	Daily
1	Ontario, Pomona	Discharge Revenue		Imperial Valley Points	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
3	Redlands, Ontario, Pomona	Receive	Santa Barbara, Bakersfield		Daily
3	Redlands	Discharge		Yuma	Daily
2	Pomona, Ontario	Receive Discharge Revenue	Niland	Burbank	Daily
2	Loma Linda, Redlands	Receive Discharge Revenue	Niland	Alhambra	Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily
4	Redlands	Receive Baggage for passengers on No. 44			Daily
4	Palm Springs	Discharge		Alhambra	Daily
44	Pomona, Ontario	Discharge Revenue		Burbank	Daily
44	Redlands	Discharge		Alhambra	Daily

SALTON SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco			Time Table No. 178 March 8, 1942	Distance from Yuma	WESTWARD							
	SECOND CLASS				FIRST CLASS											FIRST CLASS						SECOND CLASS	
	826	358	824	822	6	2	4	370	44	362						43	5	1	3			363	357
	Freight	Freight	Freight	Freight	Argonaut	Sunset Limited	Golden State Limited	A. O. N.	Californian	San Diego Passenger						Californian	Argonaut	Sunset Limited	Golden State Limited			San Diego Passenger	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily
Indio yard BKWOYP	4.00 PM		7.35 AM	1.10 AM	11.26 PM	1.44 PM	12.15 AM	12.06 AM	12.01 AM		610.9		TO-R	INDIO 3.5	121.8	s 3.06 AM	s 3.29 AM	s 11.45 AM	s 3.15 PM				
82 P	4.11		7.46	1.21	11.33	f 1.50	12.22	12.12	12.07		614.4		TO	COACHELLA 3.6	118.3	2.59	3.22	11.38	3.07				
53 P	4.17		7.52	1.27	11.37	f 1.54	12.26	12.16	12.11		618.0		TO	THERMAL 6.1	114.7	2.55	3.18	11.33	3.02				
140 WP	4.27		8.02	1.37	11.43	f 2.00	12.32	12.23	12.18		624.1		TO	MECCA 4.7	108.6	2.49	3.12	11.26	2.55				
64 P	4.35		8.10	1.45	11.48	2.05	12.37	12.28	12.23		628.8			CALEB 4.5	103.9	2.44	3.07	11.20	2.50				
64 P	4.43		8.18	1.53	11.53	2.10	12.42	12.33	12.28		633.3			MORTMAR 4.5	99.4	2.39	3.02	11.15	2.45				
102 P	4.51		8.26	2.01	11.58 PM	2.15	12.47	12.38	12.33		637.8			SALTON 4.3	94.9	2.34	2.57	11.10	2.40				
66 P	4.58		8.33	2.08	12.03 AM	2.20	12.52	12.43	12.38		642.1			DURMID 4.7	90.6	2.29	2.52	11.05	2.35				
103 P	5.06		8.41	**2.24**	12.08	**2.30**	12.57	12.48	12.43		646.8		TO	BERTRAM 4.3	85.9	**2.24**	2.47	11.00	**2.30**				
100 P	5.13		8.48	**2.42**	12.13	2.35	1.02	12.53	12.48		651.1			POPE 4.5	81.6	2.19	**2.42**	10.55	2.24				
65 P	5.20		8.55	2.50	12.18	2.40	1.07	12.58	12.53		655.6			FRINK 4.5	77.1	2.14	2.37	10.50	2.19				
105 P	5.27		9.02	2.57	12.23	2.45	1.12	1.03	12.58		660.1			WISTER 3.4	72.6	2.09	2.32	10.45	2.14				
68 P	5.33		9.08	3.03	12.27	2.49	1.16	1.07	1.02		663.5			MUNDO 4.0	69.2	2.04	2.27	10.41	2.10				
Yard Limits 148 BKWOYP	5.50		9.25	3.20	s 12.47	s 3.00	s 1.30	s 1.20	1.08		667.5		TO-R	NILAND 4.2	65.2	1.58	s 2.22	f 10.37	f 2.06				
64 P	6.00		9.34	3.30	12.53	3.05	1.35	1.25	1.13		671.7	A. B. S.		FLOWING WELL 2.7	61.0	1.50	2.05	10.27	1.56				
111 P	6.12		9.45	3.42	12.59	3.10	**1.45**	1.28	1.17		674.4			IRIS 4.1	58.3	**1.45**	2.02	10.24	1.53				
65 P	6.22		9.54	3.52	1.05	3.16	**1.57**	**1.39**	1.22		678.5			TORTUGA 6.1	54.2	**1.39**	**1.57**	10.19	1.48				
101 WP	6.37		**10.12**	4.07	1.12	3.24	2.03	**1.50**	**1.32**		684.6		TO	AMOS 5.5	48.1	f **1.32**	**1.50**	**10.12**	1.41				
68 P	6.47		10.23	4.17	**1.20**	3.31	2.10	1.58	**1.39**		690.1			ACOLITA 5.5	42.6	**1.20**	**1.39**	10.05	1.34				
102 P	6.57		10.33	4.27	**1.29**	3.38	2.17	2.06	1.47		695.6			MESQUITE 2.5	37.1	1.08	**1.29**	9.58	1.27				
76 P	7.01		10.37	4.31	1.33	3.44	2.20	2.10	1.51		698.1		TO	GLAMIS 4.9	34.6	f 1.04	1.19	9.54	1.24				
101 P	7.09		10.45	4.39	1.39	3.50	2.26	2.16	1.58		703.0			RUTHVEN 6.4	29.7	12.58	1.14	9.49	1.19				
63 P	7.20		10.56	4.50	1.47	3.58	2.34	2.24	2.06		709.4			CLYDE 2.9	23.3	12.51	1.07	9.42	1.12				
65 P	7.25		11.01	4.55	1.52	4.02	2.39	2.28	2.10		712.3			CACTUS 4.3	20.4	12.47	1.04	9.39	1.09				
99 P	7.32		11.08	5.02	2.00	f 4.10	2.46	2.35	2.17		716.6		TO	OGILBY 6.1	16.1	f 12.41	12.59	9.34	1.04				
64 P	7.42		11.18	5.12	2.08	4.18	2.54	2.43	2.24		722.7			KNOB 3.4	10.1	12.33	12.52	9.27	12.57				
P	7.48	12.30 PM	11.25	5.20	2.15	4.25	3.00	2.50	2.30	12.25 AM	726.1			ARAZ JUNCTION 0.9	6.6	12.27	12.47	9.22	12.52			1.20 AM	1.45 PM
P											727.0	D. T.	TO	ARAZ 4.9	5.7								
Spur 30											731.9			COLORADO 0.8 GANTLET TRACK (See Note)	0.8								
Yuma yard BKWOTYP	8.05 PM	12.45 PM	11.40 AM	5.35 AM	s 2.30 AM	s 4.40 PM	s 3.15 AM	s 3.05 AM	s 2.45 AM	s 12.40 AM	732.7		TO-R	YUMA	0.0	12.15 AM	12.35 AM	9.10 AM	12.40 PM			1.05 AM	1.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily				(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily
	(4.05) 29.82	(0.15) 26.40	(4.05) 29.82	(4.25) 27.57	(3.04) 39.61	(2.56) 41.52	(3.00) 40.60	(2.59) 40.82	(2.44) 44.56	(0.15) 26.40				Time over District Average Speed per Hour		(2.51) 42.73	(2.54) 42.00	(2.35) 47.14	(2 35) 47.14			(0.15) 26.40	(0.15) 26.40

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Any Station	Discharge Revenue		Phoenix	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Mecca, Thermal, Coachella	Discharge		Yuma	Daily
3	Mecca, Thermal, Coachella	Receive Revenue	Colton		Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily

Note—Operation through gantlet track, Yuma—See instructions under "Special Signals" Page 14.

Nos. 1 and 2 will stop on flag at Ogilby Mondays, Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.

No. 2 will make stops if necessary, to unload baggage and express Tuesdays and Fridays Flowing Well to Amos inclusive, Wednesdays and Saturdays Acolita to Knob inclusive.

No. 1 will make stop at Clyde and Iris, and No. 3 at Amos and Flowing Well each Monday, Wednesday and Friday, if necessary, to unload baggage and express.

No. 2 stop at Glamis when necessary, Exchange Parcel Post.

VENTURA SUBDIVISION

Capacity of sidings in car lengths	EASTWARD	Distance from San Francisco	Time Table No. 178 March 8, 1942 Ojai Branch STATIONS	Distance from Ojai	WESTWARD
P		397.3	VENTURA JCT.	15.0	
			3.5		
		400.8	ORTONVILLE	11.5	
			2.1		
		402.9	CANET	9.4	
			9.4		
17 WT		412.3	OJAI	0.0	
			(15.0)		

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VENTURA SUBDIVISION

Capacity of sidings in car lengths	EASTWARD	Distance from San Francisco		Time Table No. 178 March 8, 1942 Santa Paula Branch STATIONS	Distance from Saugus	WESTWARD
Yard Limits YP		403.2		MONTALVO	45.5	
				4.4		
56 P		407.6	TO	SATICOY	41.1	
				3.4		
		411.0		LIMCO	37.7	
				0.3		
P		411.3		HAINES	37.4	
				3.4		
Yard Limits 44 WP		414.7	TO	SANTA PAULA	34.0	
				7.1		
P		421.8		SESPE	26.9	
				2.7		
Yard Limits 36 BKP		424.5	TO-R	FILLMORE	24.2	
				3.7		
32 P		428.2		CAVIN	20.5	
				1.7		
		429.9		BUCKHORN	18.8	
				1.9		
WP		431.8	TO	PIRU	16.9	
				2.5		
		434.3		CAMULOS	14.4	
				4.1		
P		438.4		KEMP	10.3	
				5.7		
33 P		444.1		NEWHALL RANCH	4.6	
				3.8		
		447.9		PARDEE	0.8	
				0.8		
E 66 Yd. Limits W 80 BKWOY		448.7	TO-R	SAUGUS	0.0	
				(45.5)		

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of sidings in car lengths	EAST-WARD	Distance from San Francisco			Time Table No. 178 March 8, 1942 Burbank Branch STATIONS	Distance from Burbank	WEST-WARD
85 WYP		445.5	TO		CHATSWORTH	21.3	
					3.7		
		449.2			CANOGA PARK	17.6	
					4.2		
		453.4			TARZANA	13.4	
					2.0		
		455.4			ENCINO	11.4	
					3.0		
		458.4			P. E. Ry. CROSSING	8.4	
					0.0		
W		458.4			VAN NUYS	8.4	
					1.5		
		459.9		See Note	KESTER	6.9	
					2.9		
		462.8			NORTH HOLLYWOOD	4.0	
					4.0		
WYP		466.8			BURBANK	0.0	
					(21.3)		

Joint track with Pacific Electric Ry. between Kester and North Hollywood see special instructions under special signals.

List of Intermediate Spurs page 10.

FIRESTONE PARK SUBDIVISION

	Capacity of sidings in car lengths	Eastward	Distance from San Francisco		Time Table No. 178 March 8, 1942 San Pedro Branch STATIONS		Distance from San Pedro	Westward
Los Angeles Yard	I		480.7		DAYTON AVE. TOWER	D.T.	24.8	
					1.2			
	IY		481.9		RIVER STATION TOWER		23.6	
	IY		481.9		RIVER STATION TOWER		23.6	
					0.5			
			482.4		MISSION JUNCTION		23.5	
					0.12			
			482.5		MISSION TOWER		23.6	
			482.5		MISSION TOWER		23.6	
					0.12			
			482.4		MISSION JUNCTION		23.5	
					0.5			
			482.5		NAUD JUNCTION		23.0	
					0.6			
			482.5		NAUD JUNCTION	D.T.	23.0	
					2.7			
			485.2		WASHINGTON ST. JCT.		20.3	
					0.3			
	I		485.5		CLEMENT JCT. TOWER P. E. Ry. CROSSING		20.0	
					0.2			
			485.7		BUTTE ST. JCT.		19.8	
					0.7			
			486.4		VERNONDALE		19.1	
					0.9			
	I		487.3		A. T. & S. F. Ry. CROSSING		18.2	
					0.2			
			487.5		P. E. Ry. CROSSING		18.0	
					1.6			
	WYP		489.1	TO-R	FIRESTONE PARK		16.4	
					1.2			
			490.3		SOUTHGATE TWEEDY BLVD		15.2	
					1.0			
			491.3		P. E. Ry. CROSSING		14.2	
					0.5			
			491.8		LYNWOOD		13.7	
					2.3			
	55		494.1		COMPTON		11.4	
					2.1			
	I		496.2		DOMINQUEZ TOWER P. E. Ry. CROSSING		9.3	
					1.5			
			497.7		ELFTMAN		7.8	
					2.3			
	33		500.0		WATSON		5.5	
					0.9			
	I		500.9		WILMINGTON (Anaheim Blvd.) TOWER A. T. & S. F. Ry. CROSSING		4.6	
					0.5			
	YP		501.4		WILMINGTON (Anaheim Blvd.)		4.1	
					0.5			
			501.9		P. E. Ry. CROSSING (Stop)		3.6	
					0.2			
			502.1		ANAHEIM BOULEVARD		3.4	
					0.6			
			502.7		P. E. Ry. CROSSING (Stop)		2.8	
					0.2			
	BKWOP		502.9	TO-R	WILMINGTON		2.6	
					1.6			
	I		504.5		SAN PEDRO DRAWBRIDGE		1.0	
					1.0			
	Yard Limits		505.5		SAN PEDRO		0.0	
					(24.8)			
					..........Time over district........			
					.......Average speed per hour.....			

Between Fourth and Sixth Streets Los Angeles yard, track 14 eastward and track 18 westward, will be used as main tracks.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard.)

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Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Long Beach Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Long Beach
YP	501.4		WILMINGTON (Anaheim Blvd.)	2.1
			0.4	
I	501.8		A. T. & S. F. Ry. CROSSING	1.7
			0.2	
I	502.0		U. P. R. R. CROSSING	1.5
			0.4	
	502.4		P. E. Ry. CROSSING (Stop)	1.1
			1.1	
	503.5	TO	LONG BEACH	0.0
			(2.1)	

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Santa Ana Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Dyer
WYP	489.1	TO-R	FIRESTONE PARK	30.3
			2.8	
I	491.9		U. P. R. R. CROSSING	27.5
			0.2	
	492.1		SOUTHGATE ATLANTIC BLVD	27.3
			1.1	
	493.2		VINVALE	26.2
			1.8	
	495.0	TO	DOWNEY	24.4
			2.4	
P	497.4	R	STUDEBAKER	22.0
			1.7	
	499.1	TO	NORWALK	20.3
			5.3	
67	504.4		BUENA PARK	15.0
			4.6	
Yard Limits WYP	509.0		WEST ANAHEIM	10.4
			1.2	
	510.2		ANAHEIM	9.2
			1.7	
P	511.9		TUSTIN JOT.	7.5
			5.1	
Yard Limits BKWOYP	517.0	TO-R	SANTA ANA	2.4
			0.1	
	517.1		W. LEG WYE CROSSING	2.3
			0.1	
	517.2		E. LEG WYE CROSSING	2.2
			2.2	
	519.4		DYER	0.0
			(30.3)	

List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Whittier Branch

Capacity of Sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Whittier
P	497.4	STUDEBAKER	5.9
		2.1	
	499.5	FULTON WELLS	3.8
		1.1	
	500.6	LOS NIETOS	2.7
		0.0	
I	500.6	LOS NIETOS TOWER A. T. & S. F. Ry. CROSSING	2.7
		0.4	
	501.0	P. E. Ry. CROSSING (Stop)	2.3
		1.2	
	502.2	EVERGREEN STREET	1.0
		0.9	
	503.1	P. E. Ry. CROSSING	0.1
		0.1	
W	503.2	WHITTIER	0.0
		(5.9)	

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Los Alamitos Branch

Capacity of Sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Los Alamitos
WYP	509.0	WEST ANAHEIM	9.4
		4.6	
	513.6	STANTON	4.8
		0.4	
	514.0	P. E. Ry. CROSSING (Stop)	4.4
		0.1	
Y	514.1	STANTON JUNCTION	4.3
		4.3	
Yard Limits	518.4	LOS ALAMITOS	0.0
		(9.4)	

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Smeltzer Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from End of Track
Y	514.1	STANTON JUNCTION	6.9
		3.3	
	517.4	WESTMINSTER	3.6
		2.1	
	519.5	SMELTZER	1.5
		1.0	
	520.5	WINTERSBURG	0.5
		0.5	
	521.0	END OF TRACK	0.0
		(6.9)	

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Tustin Branch

Capacity of Sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Tustin
	511.9	TUSTIN JOT.	10.5
		0.5	
I	512.4	ANAHEIM TOWER A. T. & S. F. Ry. CROSSING	10.0
		2.1	
	514.5	MARLBORO	7.9
		0.2	
	514.7	A. T. & S. F. Ry. CROSSING (Stop)	7.7
		2.0	
	516.7	VILLA PARK	5.7
		1.7	
	518.4	MCPHERSON	4.0
		1.0	
	519.4	EL MODENA	3.0
		3.0	
	522.4	TUSTIN	0.0
		(10.5)	

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Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Covina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Pomona
85 WP	497.3	TO	BASSETT		17.8
			3.6		
	500.9		BALDWIN PARK	Staff System	14.2
			0.1		
	501.0		P. E. Ry. CROSSING (Stop)		14.1
			0.4		
	501.4		CRUSHTON		13.7
			0.3		
	501.7		WITHAM		13.4
			0.6		
	502.3		IRWINDALE		12.8
			1.8		
	504.1		AZUSA AVENUE		11.0
			1.0		
Yard Limits WP	505.1	TO	COVINA		10.0
			1.6		
	506.7		SAVOY		8.4
			0.7		
22	507.4		CHARTER OAK		7.7
			1.1		
	508.5		P. E. Ry. LONE HILL CRSG.	Staff System	6.6
			1.0		
32	509.5		SAN DIMAS		5.6
			2.4		
E28 W20	511.9		LA VERNE		3.2
			1.4		
	513.3		GANESHA JOT.		1.8
			1.8		
Yard Limits 230 BKWTP	515.1	TO	POMONA		0.0
			(17.8)		

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Pasadena Branch

Capacity of Sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Pasadena
P	487.7	TO	ALHAMBRA	4.8
			0.8	
	488.5		P. E. Ry CROSSING (Stop)	4.0
			1.0	
I	489.5		P. E. Ry. CROSSING	3.0
			1.7	
	491.2		RAYMOND HOTEL	1.3
			0.0	
	491.2		A. T. & S. F. Ry. CROSSING	1.3
			1.3	
Yard Limits P	492.5		PASADENA	0.0
			(4.8)	

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Duarte Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
P	487.7	TO	ALHAMBRA	13.5
			1.0	
	488.7		P. E. Ry. CROSSING (Stop)	12.5
			0.8	
	489.5		NORTH ALHAMBRA	11.7
			7.0	
20	496.5		ARCADIA	4.7
			0.1	
I	496.6		ARCADIA TOWER A. T. & S. F. Ry CROSSING	4.6
			1.6	
	498.2		MONROVIA	3.0
			1.9	
	500.1		DUARTE	1.1
			1.1	
	501.2		END OF TRACK	0.0
			(13.5)	

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Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

San Bernardino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco			STATIONS	Distance from San Bernardino
Colton Yard BKWOTYP	539.0	See Note	TO	COLTON	3.2
				3.0	
	542.0			A. T. & S. F. Ry. CROSSING (Stop)	0.2
				0.2	
Yard Limits Y	542.2			SAN BERNARDINO	0.0
				(3.2)	

Pacific Electric Bridge 541C used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.

Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Chino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
Yard Limits 230 BKWTP	514.3	TO	POMONA	6.0
			1.1	
I	515.4		POMONA JCT. TOWER U. P. R. R. Crossing	4.9
			4.6	
Yard Limits	520.0		CHINO	0.3
			0.3	
	520.3		END OF TRACK	0.0
			(6.0)	

Eastward POMONA SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Riverside Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Riverside
Colton Yard BKWOTYP	539.0	See note TO	COLTON	7.2
			3.3	
	542.3		HIGHGROVE	3.9
			1.0	
	543.3		ORANGE CENTER	2.9
			0.7	
I	544.0		CROSSING A. T. & S. F. Ry.	2.2
			1.4	
	545.4		RIVERSIDE JCT.	0.8
			0.8	
Yd. Limits P	546.2		RIVERSIDE	0.0
			(7.2)	

Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.

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Eastward BEAUMONT SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Redlands Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Greenspot
65	544.5	TO	BRYN MAWR	8.7
			0.5	
	545.0		MOTOR JCT.	8.2
			2.8	
Yd. Limits W	547.8		REDLANDS, 2D STREET	5.4
			2.7	
	550.5		MENTONE	2.7
			0.9	
Yard Limits	551.4		CRAFTON	1.8
			1.8	
Spur	553.2		GREENSPOT	0.0
			(8.7)	

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CALEXICO SUBDIVISION

Time Table No. 178

March 8, 1942

	EASTWARD							WESTWARD		
	THIRD CLASS	FIRST CLASS						FIRST CLASS		THIRD CLASS
Capacity of Sidings in Car Lengths	452	362	358	Distance from San Francisco		STATIONS	Distance from Calexico	363	357	451
	S.D. & A.E. Mixed	San Diego Passenger	Mixed					San Diego Passenger	Mixed	S.D. & A.E. Mixed
	Leave Daily Ex. Monday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
Yard Limits BKWOYP			3.30 AM	667.5	A. B. S.	TO-R NILAND	41.0		s 11.50 PM	
						4.5				
P			f	672.0		ESTELLE	36.5		f	
						3.7				
Yard Limits 90 WYP			s 3.45	675.7		TO-R CALIPATRIA	32.8		s 11.36	
						1.2				
Spur P			f	676.9		BERNICE	31.6		f	
						4.1				
Spur P			f 3.55	681.0		ROCKWOOD	27.5		f 11.27	
						5.2				
Yard Limits BKWP			s 4.20	686.2		TO-R BRAWLEY	22.3		s 11.20	
						4.1				
P			f	690.3		GRAPE	18.2		f	
						5.3				
Yd. Limits P 131			s 4.35	695.6		TO IMPERIAL	12.9		s 10.45	
						3.8				
Yard Limits BKWYP	6.00 AM	**10.30** PM	s 5.05	699.4		TO-R EL CENTRO	9.1	s 3.05 AM	s **10.30**	s 6.50 PM
						4.6				
Yard Limits 69 P	f 6.15	f 10.37	s 5.15	704.0		HEBER	4.5	f 2.59	s 10.10	f 6.37
						4.5				
Yd. Limits 175 BKWOYP	s 6.30 AM	s 10.45 PM	s 5.30 AM	708.5		TO-R CALEXICO	0.0	2.53 AM	10.00 PM	6.25 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	(0.30)	(0.15)	(2.00)			Time over District		(0.12)	(1.50)	(0.25)
	18.20	36.40	20.50			Average Speed per Hour		45.50	22.36	21.84

Rule 5—Time of first class trains at Calexico applies at passenger station.

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Eastward CALEXICO SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Sandia Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from El Centro
Yd. Lmts. 90 YP	675.7	TO	CALIPATRIA	38.0
			6.1	
	681.8		TURN	31.9
			5.0	
P	686.8		MUNYON	26 9
			3.0	
	689.8		MOSS	23.9
			1.9	
P	691.7		ORITA	22.0
			2.5	
	694.2		CURLEW	19.5
			3.3	
P	697.5		SANDIA	16.2
			6.0	
Yd. Lmts. YP	703.5		HOLTVILLE	10.2
			1.0	
	704.5		RICO	9.2
			3.1	
	707.6		MELOLAND	6.1
			6.1	
Yd. Lmts. BKWYP	713.7	TO-R	EL CENTRO	0.0
			(38.0)	

Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry.

List of Intermediate Spurs page 10.

Eastward CALEXICO SUBDIVISION Westward

Time Table No. 178

March 8, 1942

Westmorland Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Westmorland
Yd. Lmts. 90 YP	675.7	TO	CALIPATRIA	12.6
			3.4	
	679.1		VERDANT	9.2
			1.5	
	680.6		SHAMROCK	7.7
			2.5	
	683.1		FONDO	5.2
			5.2	
Y	688.3		WESTMORLAND	0.0
			(12.6)	

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity
Santa Barbara—Los Angeles		
Miramar	374.6	
Summerland	376.2	
So. Cal. Edison	399.6	14
VenturaCoastalLemonCo.	399.61	
Lemon	400.2	
El Rio	405.6	12
Simi	433.5	
Vega Airplane Co.	460.54	
Sepulveda	474.3	
West Glendale	475.0	
Industrial	477.9	22
Taylor	479.3	30
Ojai Branch		
Weldons	402.4	3
Wadstrom	400.3	19
Chrisman	399.0	12
Santa Paula Branch		
Kimball	404.5	15
Kevet	415.9	8
Keith	421.2	22
Fillmore Gravel Pit	423.8	33
Rockbank	432.5	18
So. Cal. Edison	446.2	26
Burbank Branch		
Canoga Citrus Assn.	447.7	
Pasadena Branch		
Garfield Ave.	490.6	8
Los Angeles—Colton		
Stoneman	489.3	14
Ambler Grain Mill	491.3	13
Rudell	491.7	14
Union Stock Yards	496.5	16
LosAngeles—Colton Continued		
Union Feed Mill	498.4	14
Hill-Benton	508.1	12
Racimo	522.4	14
Ailsa	531.5	
Colton—Indio		
Oehl Packing Co.	540.4	16
Niland—Calexico		
Miller and Cummings	688.0	14
Sandia Branch		
Butters	689.6	11
Fuller	699.4	9
Duarte Branch		
Sunnyslope	492.9	3
Covina Branch		
P. E. Ry.	502.0	3
Lateen	503.0	8
Hobbs	512.9	6
Hobbs	512.4	37
Riverside Branch		
Grand Terrace	541.2	2
Redlands Branch		
Warner	549.9	2
San Pedro Branch		
Dolores	498.4	2
Santa Ana Branch		
The Glidden Co.	503.0	4
Mirakol Chemical Co.	513.3	6
Tustin Branch		
D. Hewes	520.1	6

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry		74,000		
“ “ —A. R. E. No. 40- 154		78,000		
“ “ — “ “ 155- 224		89,000		
“ “ — “ “ 500- 506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
“ Cars 107-128 (ACW)			182,800	182,800
“ “ 99-140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			108,900	104,500
“ — “ —Art. (ACS)			181,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			186,000	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Morning Daylight—(16 car train)			1,764,780	1,764,780
“ “ —Chair-Baggage (ACS)			124,250	124,250
“ “ —Articulated Chair (ACW)			203,000	203,000
“ “ —Diner (triple Unit) (ACW)			336,200	336,200
“ “ —Chair Car (ACW)			121,200	121,200
“ “ —Tavern (ACS)			129,180	129,180
“ “ —Parlor (ACS)			124,600	124,600
“ “ —Parlor-Obs. (ACW)			117,350	117,350
Noon Daylight—(16 car train)			1,768,800	1,768,800
“ “ —Chair-Baggage & Parlor (ACS)			109,400	109,400
“ “ —Articulated Chair (ACS)			209,300	209,300
“ “ —Articulated Chair (ACW)			203,000	203,000
“ “ —Diner (Triple Unit) (ACS)			348,550	348,550
“ “ —Chair Car (ACS)			125,250	125,250
“ “ —Tavern & Parlor Obs. (ACS)			122,650	122,650
Lark—(18 car train)			2,482,000	2,274,000
“ —Baggage (NAC)	127,000			
“ —Postal (NAC)	132,000			
“ —Diner (Triple Unit) (ACW)			325,000	325,000
“ —Pullmans (Streamline) (ACM)			146,000	130,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “ .) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169.200
“ “ (ACM)	160,800	153,000	192,300	176,300
“ “ Lounge (ACM)	171,200		194,900	178,900
“ “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400

*Steel underframe.

CODE:—

NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air Conditioned—Mechanical System.
ACW—Air Conditioned—Waukesha System.
ACS—Air Conditioned—Steam Ejector System.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Los Angeles	Dr. G. S. Hall	Assistant to Chief Surgeon.
Los Angeles	Dr. M. T. Steele	District Examiner and Surgeon.
Los Angeles	Dr. R. W. Starr	District Examiner and Surgeon.
Los Angeles	Dr. A. S. Lineer	District Examiner and Surgeon.
Los Angeles	Dr. Elmer Nelson	Visiting Physician and Surgeon.
Los Angeles	Dr. R. G. Stern	District Examiner and Surgeon.
Los Angeles	Dr. G. L. Gamette	District Examiner and Surgeon.
Los Angeles	Dr. N. Nedergaard	District Surgeon.
Los Angeles	Dr. W. O. Gregg	District Surgeon.
Los Angeles—		
Angelus-Mesa	Dr. F. X. McDonald	District Surgeon.
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Amyes	District Surgeon.
Montebello	Dr. John A. Wahlen	District Surgeon.
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
North Hollywood	Dr. T. H. Ransom	District Surgeon.
Beverly Hills and West Hollywood	Dr. Edwin H. Wiley	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Dr. R. A. Woodhull Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	District Surgeon.
Long Beach	Dr. R. G. Young	District Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Downey	Dr. R. V. Fernandez	Emergency Surgeon.
Whittier	Dr. J. W. Camp	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	District Surgeon.
Orange	Dr. Arthur J. Nies	Emergency Surgeon.
Santa Ana	Dr. Dexter R. Ball	District Surgeon.
Santa Ana	Dr. John D. Ball	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
South Pasadena	Dr. John S. Hibben	District Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. C. T. Poulson	District Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Pomona	Dr. H. C. Anderson	Assistant District Surgeon.
Pomona	Dr. C. J. Roberts	Oculist and Aurist
Chino	Dr. H. B. Miller	District Surgeon.
Colton	Dr. C. F. Whitmer	District Examiner and Surgeon.
Colton	Dr. J. N. Martin	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Palm Springs	Dr. R. M. Gray	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. W. H. Blackman	District Examiner and Surgeon.
Indio	Dr. Raymond O'Connell	District Surgeon.
Indio	Dr. M. J. Pierce	Oculist and Aurist.
Calipatria	Dr. J. A. Wallace	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. G. C. Holleran Dr. C. F. Peters Dr. John L. Parker	District Examiner and Surgeon. Associate District Surgeon. Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson	District Examiner and Surgeon.
El Centro	Dr. W. W. Apple	District Surgeon.
El Centro	Dr. M. C. Canfield	Assistant District Surgeon.
El Centro	Dr. F. Powers Heald	Associate District Surgeon
El Centro	Dr. H. P. Findley	Oculist and Aurist.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Examiner and Surgeon.
Calexico	Dr. Harold J. Gregg	Assistant District Surgeon.
Mexicali	Dr. Mario Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Examiner and Surgeon.
Yuma	Dr. W. C. Cain	Assistant District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Saticoy	Dr. A. W. Cruden	Emergency Surgeon.
Moorpark	Dr. F. A. Yoakum	Emergency Surgeon.
Oxnard	Dr. J. W. Nielsen	District Surgeon.
Ventura	Dr. Fred A. Shore	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpenteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Examiner and Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. A. B. Steele	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. W. H. Johnston	Oculist.
Santa Barbara	Dr. W. R. Johnston	Assistant Oculist and Aurist

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
White Memorial Hospital, Los Angeles, Cal.
Emergency Hospital, East Los Angeles, Cal.
Emergency Hospital, Indio, Cal.

RULE 2. Watch inspectors:
S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles............
Baehr-Bakula, Inc., 103 Pacific Electric Bldg.
Geo. D. Davidson Co., 445 S. Spring St.
O. H. Patzer, 2708 North Broadway
Ralph Laraway, 1222 San Fernando Rd.

Huntington Park	James Podmore	Colton	E. W. Cosgrove
Glendale	John R. Leaney, 112 W. Broadway	Redlands	Howard S. Smith
		Banning	B. B. Felts
Santa Ana	R. A. Ewert	Indio	The E. G. Shepard Co.
Oxnard	Jack Davis	Yuma	Wm. Baird
Santa Barbara	S. H. Sorensen	Yuma	J. H. Huber
San Pedro	Chas. E. Perham	Van Nuys	C. H. Berggren
Long Beach	Leo Miller	Ventura	R. W. Cummings
Pasadena	J. Herbert Hall Co.	Brawley	F. T. De Arman
Pasadena	Geo. W. Collis	El Centro	J. L. Bledsoe
Alhambra	H. E. Wellman	Fillmore	Duard E. Goble
Covina	J. Howard Boal	San Bernardino	Chas. M. Hanf
Pomona	W. R. Parsonage	Riverside	F. S. Fisher

RULE 10. Between Grand Terrace and San Bernardino, signals must be placed as follows: Grand Terrace and Colton, on the right, facing westward; Colton and San Bernardino, on the right, facing eastward.

RULE (10 J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 MPH or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, —— —— —— —— o sounds will be indication that flagman may return from west as prescribed by Rule 99:

Saugus	Trains on Santa Paula Branch.
Burbank Jct	Trains on Coast line via Northridge.
Burbank	Trains on Burbank Branch.
Mission Jct	Trains on River Station Tower line.
Pomona	Trains on Covina Branch.
Araz Jct	Trains on Inter-Cal. line.

RULE 14 (e). As specified below, —— —— —— —— —— —— sounds will be indication that flagman may return from east as prescribed by Rule 99:

Calipatria	Trains on Sandia and Westmorland Branches.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Redlands Branch.
Colton	Trains on Riverside and San Bernardino Branches.
Pomona	Trains on Chino Branch.
Bassett	Trains on Covina Branch.
Alhambra	Trains on Duarte and Pasadena Branches.
Chatsworth	Trains on Burbank Branch.
Ventura Jct	Trains on Ojai Branch.
Montalvo	Trains on Santa Paula Branch.
Wilmington (Anaheim Blvd.)	Trains on Long Beach Branch.
Firestone Park	Trains on Santa Ana Branch.
Studebaker	Trains on Whittier Branch.
West Anaheim	Trains on Los Alamitos Branch.
Tustin Jct	Trains on Tustin Branch.
Stanton Jct	Trains on Los Alamitos Branch.
River Station Tower	Trains on Mission Jct. line.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainmen by signal 12 (c).

RULE 14 (l) and (p). Air whistle will be used when engine so equipped.

RULES 17 and 17(c). Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules. It must be extinguished passing train-order offices where train orders are to be received.

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

For identification purposes, headlights may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. Colton—When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Identification may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except engines without cars to or from Ventura and Pomona Subdivisions.

RULE 83 (B). Trains may register by ticket as follows:

Los Angeles Yard	Nos. 373 and 374
Colton	First-class
Colton	Eastward third class and extras arrival
Niland	Nos. 1, 2, 3, 4, 5, 6, 43, 44, 370, 822, 824, 826
Indio	First-class

Santa Barbara—First-class trains must register by ticket at train-order office.

RULE 83 (D). Trains must obtain clearance before leaving:

Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.	
Beaumont	All trains.
Yuma	Inter-California Railway routed trains, Inter-California Railway clearance in addition to Los Angeles Division clearance.

Westward trains via Mojave Subdivision through Burbank Junction must obtain clearance at initial station on Los Angeles Division, endorsed "San Joaquin Division", in addition to clearance from Los Angeles division endorsed "Los Angeles Division."

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Junction, provided train is properly cleared by train-order signal, except trains originating.

Santa Barbara—Train-order office is located at freight station.

Santa Barbara—Conductors and engineers of westward first-class trains receiving train-orders clearance, and instructions at train-order office will deliver them to relieving crew at passenger station.

Colton.........Train-order office is located at yard office.

RULE 83 (E). A train may check the register against an extra when authorized by train-order in the following form: "... may check register at......against Extra......on order No. ....". A train so authorized to check the register must also register.

An extra when instructed by train-order in the following form: "Extra ......register at......on order No. ..." will register, and place this order number and date in column captioned "Signals."

RULE 92. First paragraph does not apply to trains arriving Los Angeles LAUPT.

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

ANAHEIM
West M.P. 508.37
On Los Alamitos Br. M.P. 509.26
East M.P. 510.68

BEAUMONT
West M.P. 561.06
East M.P. 563.60

BRAWLEY
West M.P. 684.11
East M.P. 688.24

CALEXICO
West M.P. 706.40
East M.P. 708.88 (Int'n'l Line)

CALIPATRIA
Main Line..........West M.P. 674.52
Main Line..........East M.P. 677.27
Sandia Br..........East M.P. 676.51

COLTON
Main Line..........West M.P. 536.51
Main Line..........East M.P. 541.14
Riverside Br..........East M.P. 540.70
San Bernardino Br...East M.P. 540.18

COVINA
West M.P. 504.53
East M.P. 505.69

CRAFTON
West M.P. 551.00
East M.P. 553.22 {End Branch Greenspot}

EL CENTRO
West M.P. 697.83
East M.P. 700.89
M.P. 699.81 (on H. I. Ry.)

FILLMORE
West M.P. 423.54
East M.P. 425.62

HEBER
West M.P. 703.05
East M.P. 704.84

HOLTVILLE
West M.P. 708.53

IMPERIAL
West M.P. 694.13
East M.P. 696.62

INDIO
West M.P. 607.85
East M.P. 613.12

LOS ALAMITOS

LOS ANGELES
Coast Main Line....West M.P. 462.32
Valley Main Line....West M.P. 471.20
Yuma " "....East M.P. 488.69
Burbank Branch..........M.P. 466.19
Duarte Branch..........M.P. 488.29
Pasadena Branch..........M.P. 488.24

LOS ANGELES
San Pedro Branch........M.P. 489.90
Santa Ana Branch........M.P. 489.99
Santa Monica Branch........M.P. 486.43

MONTALVO (On Santa Paula Br. Only)
Santa Paula Branch..East M.P. 404.83
Santa Paula Branch..West M.P. 403.25

NILAND
Main Line..........West M.P. 666.09
Main Line..........East M.P. 668.69
Niland to Calexico...East M.P. 668.27

ONTARIO
West M.P. 519.20
East M.P. 521.32

OXNARD
West M.P. 406.61
East M.P. 409.12

PASADENA

POMONA
Main Line..........West M.P. 512.54
Main Line..........East M.P. 515.71
Covina Branch..........M.P. 513.30

REDLANDS 2nd St.
West M.P. 547.29
East M.P. 548.51

RIVERSIDE
West M.P. 544.85

SAN BERNARDINO
West M.P. 541.15

SAN PEDRO
West M.P. 502.01

SANTA ANA
West M.P. 516.15
East M.P. 517.68

SANTA BARBARA
West M.P. 369.16 (On Coast Div'n)
East M.P. 373.71

SANTA PAULA
West M.P. 412.57
East M.P. 416.53

SAUGUS
Santa Paula Branch..West M.P. 448.17

VENTURA
Main Line..........West M.P. 397.13
Main Line..........East M.P. 399.74
Ojai Branch..........East M.P. 398.16

YUMA
West M.P. 731.51 (At Colorado)
East M.P. 737.87 (On Tucson Div'n)

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of Fletcher Drive.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal —— o —— unless switches are lined for the route to be used and a proceed signal is received from switchtender.

Switch leading westward off westward main track towards Butte Street yard, Butte Street Jct., also crossover switches in same location, may be left as used.

Colton—Trains and engines must stop clear of lead to P. F. E. yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping. In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

RULE 95. Sections of eastward first-class schedules taking down signals at Colton must do so at train-order office.

SPECIAL INSTRUCTIONS

Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between following points:

Santa Barbara and East Santa Barbara.

Burbank Jct., Los Angeles and Alhambra via East Bank Jct.

San Pedro Branch, Easterly limits Dayton Ave. Tower interlocking plant and Firestone Park.

Araz Jct. and Gantlet Track.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train-order signal.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

A. T. & S. F. Ry., Industrial track south of Mission Tower, crossing Gladding, McBean Co., Wilson & Co. and Eureka Supply Co. spur—STOP. If crossing clear and no engine or car approaching, proceed.

Pacific Electric Railway:

Van Nuys—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Southgate-Tweedy Blvd., 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

One half mile east of Wilmington (Anaheim Blvd.) San Pedro Branch unless clear view and crossing seen to be unobstructed—STOP.

0.6 mile east of Anaheim Blvd., San Pedro Branch—STOP.

One mile east of Wilmington (Anaheim Blvd.), Long Beach Branch, and 0.4 mile east of Stanton, Los Alamitos Branch—Trains and engines must stop before proceeding over crossing and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Santa Ana, Griffith Lumber Spur—STOP.

Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail. Instructions for operating located inside door of box opposite derail.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.

A. T. & S. F. Ry., E Street, San Bernardino—STOP.

All trains and engines must approach this crossing with caution and stop not less than 50 feet from the crossing and not proceed until member of crew has gone forward and ascertained that no trains, cars, or engines are approaching on opposing route in either direction that would interfere with the movement of their train over the crossing. If any trains, cars, or engines are approaching on opposing route, movement over the crossing shall not be started until such approaching trains, cars, or engines have been brought to a stop. In event of simultaneous arrival at the crossing, precedence shall be given to occupied passenger trains or cars; otherwise, Santa Fe trains, engines, or cars shall have precedence.

RULE 99. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limoneria Spur and Rockbank—Telegraph Road on spur.

Industrial—Fletcher Drive, on Van de Kamp spur.

Los Angeles Yard—Wilson St., Mateo St.

South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.

Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.

Riverside—Orange Avenue, Seventh and Eighth Streets.

Redlands Second Street—Orange Street, Second Street.

Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.

Duarte—Foothill Boulevard, east of Station.

Anaheim—Los Angeles Street.

Santa Ana—Fourth Street.

Alhambra—Mission Road on track leading to Edison Plant.

Indio—Highway California Date Growers Assn. spur.

Yuma—All crossings in old yard.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

Ventura Jct..............	For Santa Barbara—Ventura main track.
Saugus....................	Switch in middle siding, to Santa Paula Branch, for siding.
Naud Jct..................	River Station Tower—Washington St. Jct.
Firestone Park (eastward)	Los Angeles—Anaheim Blvd.
Firestone Park (westward)	Santa Ana—Los Angeles.
Studebaker, West Anaheim and Tustin Jct....	For Santa Ana Branch.
Stanton Jct...............	West Anaheim—Los Alamitos.
Lone Hill.................	Pacific Electric main track.
La Verne..................	Southern Pacific Covina Branch.
Ganesha Jct...............	Southern Pacific main track.
Calipatria................	Westmorland Branch and Sandia Branch—For Niland-Calexico main track.

Inside crossover switch west end team track, Ventura, must be left lined for the straight track.

DERAILS IN MAIN TRACK

TUSTIN BRANCH

Tustin—10 feet east of east switch.

SANTA ANA BRANCH

Dyer—M.P. 519.67.

COVINA BRANCH

Bassett—120 feet west of water tank, M.P. 497.52.

Pomona—50 feet west of west line of Rebecca St., M.P. 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, M.P. 551.1.

Crafton—400 feet from end of track, M.P. 551.6.

Redlands, 2nd Street—West end of Mill Creek bridge, M.P. 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch, M.P. 676.05.

WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch, M.P. 676.05.

OJAI BRANCH

Ventura Jct.—250 feet east of junction switch.

Ojai—6 feet west of initial switch.

RULE 104 (D). Use of heavier than C class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. Chatsworth—West end Burbank Branch is at east connection switch, Signal 4461, east of station building.

Bassett—West end Covina Branch is at Covina main track derailing switch near water tank.

Pomona—West end Chino Branch is at the connection at east end of siding.

Niland—West end Calexico Subdivision is at connection just west of station building.

Saugus—Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building, is designated as middle siding. When first-class trains meet at Saugus, train taking siding will use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at Signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

Pomona—First-class trains, meeting, will use connections just east and west of station building to enter and leave siding.

Colton—Track opposite passenger station extending from east limits Colton tower M.P. 538.81 to point opposite east end freight station M.P. 539.11, is designated as siding for use passenger trains.

Indio—Eastward first-class and extra passenger trains required to take siding will do so through connection 200 feet east of Signal 6106 unless otherwise instructed.

Indio—Westward first-class and extra passenger trains required to take siding will do so at east switch of west yard at Signal 6123 unless otherwise instructed.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed.

RULE 221. Light will not be displayed in train-order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula and Covina branches except when train-orders are to be delivered.

Los Angeles Yard is a train-order office for trains originating only.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard, Raymer; openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Santa Barbara—Skids located on fence next to main track west of Chapella Street and west of Montecito Street must be placed on both rails against east wheels of cars set out on passenger station house track, to prevent unauthorized movement. When not in use they must be returned to proper location.

North Hollywood—Cars must not be left standing on house track east of derail.

Outfit car must not be left next to oil or gasoline loading or unloading locations; warehouses; lumber yards; or other buildings.

RULE 827. On freight trains moving on all branches except San Pedro, Long Beach, Santa Ana and Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on lower end of cars.

When necessary to move cars ahead of engine do not exceed 20 M.P.H.

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. All brakemen except rear brakeman must ride on top of train as follows:

Beaumont to Edom
Beaumont to Colton

Trainmen must remain with their portion of train until it stops on designated track in yards.

Fourth or additional brakemen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available wheels must be blocked.

AUTOMATIC BLOCK SYSTEM

Block signals in addition to those shown in brackets on schedule pages are in operation as follows:

Eastward and westward freight main tracks between Los Angeles Yard Office and Dayton Ave. tower.

North Broadway Bridge San Pedro Branch	Westward track
East end "A" freight shed San Pedro Branch	Eastward track
Firestone Park	Governing westward trains
Piru, East and West end	Distant signals
Camulos, East end	Distant signal
Newhall Ranch, East end	Distant signal
El Casco Siding	

Beaumont Siding—between dwarf Signal 5626 located at east leg of wye and east end of Beaumont Siding.

When Signals 4789, 4791, 4793 and 4790 Los Angeles Yard indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

West switch of cross-over located at Arroyo Jct. is equipped with electric switch lock with semaphore indicator and push button release. To use crossover open door of electric switch lock. If indicator indicates "Track Unoccupied", throw lever to the left, then throw switch, and restore electric lock lever to normal; close and lock door. If indicator indicates "Track Occupied" and no reasons seen therefor, operate push button release in accordance with instructions on inside of door. Push button will release electric switch lock.

Following instructions govern operation of push buttons at following locations:

Oxnard —East End
El Casco —West End
Cabazon —East End
Palm Springs —West End
Garnet —East End

Push buttons and lights are located on mast of signal governing movements on main track direction bound. Train occupying main track may clear signal governing movements from siding by pressing button with number corresponding to the number of signal governing movements from the siding. Train on the siding to let train on main track pass should not pass overlap post 500 feet from signal governing movement from siding. If necessary to pass overlap post, press button with number corresponding to number of signal governing movements on main track.

Instructions for operating signals are located inside of push button box.

SPRING SWITCHES

Spring switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop," careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

When signal governing trailing movement through a spring switch indicates "stop", switch must be thrown by hand before use. Employe throwing switch by hand must see that it is returned to normal position when train has passed.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used or boosters started while engine is standing on or passing over such switches.

These switches located as follows and speed indicated must not be exceeded passing through turnout:

	Passenger MPH	Freight MPH
End of double track, East Santa Barbara	25	20
East end of freight lead, East Santa Barbara	15	15
East switch of siding, Oxnard	15	15
East switch of siding, Camarillo	15	15
West switch of siding, Chatsworth	15	15
End of double track, Alhambra	25	20
West switch of siding, Loma Linda	15	15
West switch of siding, El Casco	15	15
East switch of siding, Banning	15	15
East switch of siding, Cabazon	15	15
West switch of siding, Palm Springs	15	15
East switch of siding, Garnet	15	15
East switch of siding, Edom	15	15
End of double track, Araz Jct.: Junction switch, Inter-California railway and west switch cross-over leading from westward main track to eastward main track	25	20

RULE 509. When making a reverse movement on main track after moving out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal	Protects	Location
P-3720	Spring Switch	End of double track East Santa Barbara
P-3722	Spring Switch	East end of freight lead, Santa Barbara
P-3721	End of double track	East Santa Barbara
P-3741	End of double track	East Santa Barbara
P-4088	Spring Switch	Oxnard
P-4089	Spring Switch	Oxnard
P-4086	Spring Switch	Oxnard
P-4162	Spring Switch	Camarillo
P-4173	Spring Switch	Camarillo
P-4452	Spring Switch	Chatsworth
P-4459	Spring Switch	Chatsworth
P-4880	Spring Switch	End of double track, Alhambra
P-4881	Spring Switch	End of double track, Alhambra
P-5416	Spring Switch	Loma Linda
P-5427	Spring Switch	Loma Linda
P-5520	Spring Switch	El Casco
P-5521	Spring Switch	El Casco
P-5678	Spring Switch	Banning
P-5689	Spring Switch	Banning
P-5742	Spring Switch	Cabazon
P-5745	Spring Switch	Cabazon
P-5814	Spring Switch	Palm Springs
P-5815	Spring Switch	Palm Springs
P-5817	Spring Switch	Palm Springs
P-5891	Spring Switch	Garnet
P-5888	Spring Switch	Garnet
P-5890	Spring Switch	Garnet
P-5986	Spring Switch	Edom
P-5997	Spring Switch	Edom
P-7259	Spring Switch	Araz Jct.
P-7260	Spring Switch	Araz Jct.
P-7261	Spring Switch	Araz Jct.
P-7263	Spring Switch	Araz Jct.
P-7265	Spring Switch	Araz Jct.
P-7632	Spring Switch	Araz Jct.

When signals 5396 at Colton; 6106, 6115, 6116, 6118, 6119, and 6123 at Indio; and 7085 at Calexico are found in "stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

When special type signal mounted on mast of automatic Signal 4864 indicates "stop", eastward freight trains will be brought to a stop west of Westminster Avenue crossing M.P. 487.3, and a member of the crew will communicate with Alhambra Operator by telephone located at Westminster Avenue and be governed by his instructions before proceeding.

When block Signal 4841 east of Taylor Jct. indicates "stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions as to when train can be handled through Mission Tower interlocking plant.

RULES 509, 512 and 512 (A). Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Signal 3973—Ventura Junction.
“ 4036—Montalvo wye.
“ 4075—Oxnard, west end house track.
“ 5084—Hill-Benton spur.
“ 6120—Indio, east end yard.
“ 7320—Colorado, east leg of wye.
“ 6992—El Centro, S. D. & A. E. Junction.

Signals will indicate "proceed" when derails and main track switches are set for movement to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:

When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derail.

Overlap posts:

Ailsa —Eastward trains—300 feet east of west switch.
Bernice —Westward trains—Midway between switches.
Colorado —Eastward trains—Signal 7318.

SPECIAL SIGNALS

JOINT TRACK BETWEEN KESTER AND NORTH HOLLYWOOD

Movement of Southern Pacific and Pacific Electric trains or engines operating between North Hollywood and Kester, on the Burbank Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of junction switches at North Hollywood and Kester is for Pacific Electric movements.

Signal 147, 200 feet east of junction switch, North Hollywood, governs westward movement from Southern Pacific track.

Signal 145, 1050 feet east of junction switch, and Signals 141 and A-141, 1650 feet east of junction switch, North Hollywood, govern westward movement from Pacific Electric track.

Signal 164, 400 feet west of junction switch, Kester, governs eastward movement from Southern Pacific track.

Signals 166 and A-166, 900 feet west of junction switch, Kester, govern movement from Pacific Electric tracks.

Signal 155 is an intermediate home signal located between North Hollywood and Kester, governing westward movement.

Signal 154 is an intermediate home signal located between Kester and North Hollywood, governing eastward movement.

Normal position of block signals at North Hollywood and Kester is "stop".

Westward trains on Southern Pacific track will stop at Signal 147; if switch indicator at junction switch indicates "block clear", switch may be set for movement from Southern Pacific track.

Eastward trains on Southern Pacific track will stop at Signal 164; if switch indicator at junction switch indicates "block clear", switch may be set for movement from Southern Pacific track.

If switch indicator at junction switch indicates "block occupied", wait 10 minutes and, if no train or engine is seen or heard approaching, the switch may then be set for movement from Southern Pacific track. After switch has been set for movement from Southern Pacific track and signal does not indicate "proceed", and the intermediate signal can be seen in "proceed" position and the intervening track is seen to be "clear", proceed at once, with caution, not exceeding 10 miles per hour. If the intermediate signal is not in view or indicates "stop", send flagman ahead immediately, wait 5 minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

If signals on Pacific Electric track indicate "stop", trains, after stopping, may proceed with caution, not exceeding 10 miles per hour if the next intermediate signal can be seen indicating "proceed" and the intervening track is seen to be "clear". If intermediate signal is not in view or indicates "stop", send flagman ahead immediately, wait 5 minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

Trains stopped by intermediate Signal 154 or 155 indicating "stop", will send flagman ahead immediately, wait 5 minutes, then proceed, keeping at least one-fourth mile behind flagman until train has passed and is clear of junction switch.

Crossover between Southern Pacific and Pacific Electric main tracks is located 1200 feet west of North Hollywood Station. If switch indicator located at west switch of crossover indicates "block clear", crossover switches may be set for movement to Pacific Electric track. If switch indicator indicates "block occupied", before either crossover switch is set for crossover movement, flag protection must be provided, in both directions, on Pacific Electric track.

Signal 145 governs movement from west end of house track, North Hollywood, to Pacific Electric main track. If switch indicator located at house track switch indicates "block clear", switch may be set for movement to Pacific Electric main track. If switch indicator indicates "block occupied", flag protection must be provided, in both directions, on Pacific Electric track before switch is set for movement from house track to Pacific Electric main track.

To avoid delay to Pacific Electric trains, switches must be restored to proper position immediately after having been used.

JOINT TRACK OVER BRIDGE 540.11

Southern Pacific track on Bridge 540.11 over Santa Ana River, Riverside Branch, will be used as joint track by Southern Pacific and Pacific Electric trains.

Movement on joint track is controlled by manually operated "Light" signals.

All trains and engines must stop at the "Stop" boards located at the fouling point each end of joint track.

Intermediate signals are located midway between junction switches.

In the absence of "Light" in intermediate signal, it must be regarded as displaying its most restrictive indication.

Switches for operating "Light" signals are located in boxes at each end of joint track. Normal indication of "Light" signals is dark. Before entering joint track, member of crew will operate "Light" signal switch in cut-in box.

Green "Light", when obtained by operating "Light" signal switch, will be authority to proceed. If green or red "Light" is displayed in "Light" switch box and in home signal prior to operating switch "Light", or both green and red "Lights" appear when "Light" switch is operated, it indicates that joint track is occupied.

If "Light" signals fail to appear when "Light" switch operated, or both green and red "Lights" continue indication, restore "Light" switch immediately to original position. If opposing train does not appear, wait at least five minutes and proceed over joint track under protection of flagman.

Procedure for use of joint track must be followed separately for each movement.

After use of joint track, member of crew will operate "Light" signal switch in cut-out box to extinguish lights as soon as joint track is clear.

Normal position of switches at both ends of joint track is for Southern Pacific trains.

GOVERNING OPERATION OF SIGNALS, ARAZ JCT.

Araz Jct. Two-indication light signal located on mast of automatic home Signal No. 7275 governs westward movement through east crossover and against current of traffic on eastward main track to westward light type automatic dwarf Signal P-7263 and will indicate proceed only after both switches of east crossover are set for crossover movement and block is unoccupied.

Two-indication light signal located on mast of automatic Signal P-7265 governs westward movement through crossover and against current of traffic on eastward main track to Signal P-7261. Light Signal P-7265 will indicate proceed after east switch to crossover is set for crossover movement and block is unoccupied.

Trains and engines will operate between Signal P-7265 and P-7261 against current of traffic on eastward main track on signal indication which supersedes the superiority of trains.

Two-indication light type automatic dwarf Signal P-7263 governs westward movement on eastward track to Signal P-7261.

Three-indication light type automatic Signal P-7261, normally stop, governs westward movement as follows: green, movement on eastward main track via Knob; yellow, movement on eastward main track via Inter-California Railway. To obtain signal for movement on eastward main track via Knob, operate push button No. 7261 in box located on signal case at west end of Bridge No. 726.08, south side of track. If signal does not indicate proceed in three minutes, be governed by Rule 509. To obtain signal for movement to Inter-California Railway, set the Inter-California Railway junction switch for that movement. If signal does not indicate proceed in three minutes, be governed by Rule 509.

Signal P-7261 may be released and proceed indication secured on Signal P-7259 by operating push button No. 7259 in box located on signal case of Signal P-7259, waiting three minutes for time release.

Eastward train via Knob, finding Signal P-7260 in proceed position and desiring to give precedence to eastward train from Inter-California Railway, will operate push button No. 7632 in box located on case of Signal P-7260. If Signal P-7632 does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Knob, finding Signal P-7260 indicating stop account eastward train via Inter-California Railway occupying approach circuit and desiring to proceed on eastward track ahead of train on Inter-California Railway main track, will operate push button No. 7260 in box located on case of Signal P-7260. If signal does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Inter-California Railway, finding Signal P-7632 in proceed position and desiring to give precedence to eastward train via Knob, will operate push button No. 7260 in box located on case of Signal P-7632. If Signal P-7260 does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Inter-California Railway, finding Signal P-7632 indicating stop account eastward train via Knob occupying approach circuit and desiring to proceed on eastward track ahead of train from Knob, will operate push button No. 7632 in box located on case of Signal P-7632. If Signal P-7632 does not indicate proceed in three minutes, be governed by Rule 509.

When red light shows in push button box on Signal P-7632, push button No. 7632 must not be operated until eastward train from Knob is stopped west of Signal P-7260.

Before operating push buttons, carefully review instructions posted in each box.

Double switch indicators located at east switch of east crossover, Araz, indicate conditions on eastward main track.

Double switch indicators located at east switch of crossover, Araz Junction. If left indicator indicates block occupied, crossover switch must not be opened until protection is provided in accordance with Rule 99 against an eastward train from Knob.

YUMA—OPERATION THROUGH GANTLET TRACK

Operation through gantlet track over Colorado River Bridge will be governed by positive block Signals 7320 and 7322 west of bridge, and Signals 7321 and 7323 east of bridge. Speed of 8 miles per hour must not be exceeded until engine has cleared gantlet track.

Trains and engines will operate within the above block limits in accordance with positive block signal indications, which supersede the superiority of trains. Second-class and inferior trains and engines must not occupy positive block or overlaps in connection therewith when it is known a first-class train will thereby be delayed.

When signals indicate "stop" and no train or engine in block, send flagman ahead immediately and after flagman has traversed block to opposing signal, proceed with caution.

Signal 7320 governing eastward movement against current of traffic on westward main track will indicate "proceed" only when train or engine is on approach circuit and push button opposite signal is pressed.

Signal 7321 governing westward movement against current of traffic on eastward main track will indicate "proceed" only when train or engine is within 275 feet of signal.

When a train or engine has received a proceed signal indication from either Signal 7323 or 7321 and is holding the indication by reason of standing within less than 275 feet of signal, the signal may be released and "proceed" indication secured on adjoining track by operating proper push button located on signal case adjoining Signal 7323 after train it is desired to move has entered approach circuit. Operating push button 7321-PB will place Signal 7321 at stop and clear Signal 7323. Operating push button 7323-PB will place Signal 7323 at stop and clear Signal 7321.

Signal 7322 will not indicate "proceed" until after engine has passed overlap post located 1100 feet west of this signal.

Eastward trains waiting at Colorado for a westward train will remain west of overlap post.

Directions for use and operation of push buttons located inside push button box.

INTERLOCKING

RULE 663 (b). When authority is received by telephone to proceed through the limits of an inoperative interlocking signal, member of the crew must make careful examination of facing point switches before passing over them.

LOS ANGELES YARD

BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, ———.
To Hewitt, ——— o o o o.
To siding, o o o o o.
To Industrial lead, o ——— o.

GLENDALE TOWER

To or from lead unit "A," o o o o o.

DAYTON AVENUE TOWER

To Glendale or East Bank Line, ———.

To River Station Tower or "C" unit, o o o o o.

To Midway unit No. 1 track, o ——— o; other tracks or freight lead, ——— o ———.

For movement against current of traffic, ——— o o o o.

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

RIVER STATION TOWER

To Glendale or Naud Junction, ———.
To Mission Junction or Yard lead, o o o o o.
To tracks one to five inclusive or to "B" shed, except track one, ——— o ———.
To tracks six to eleven, inclusive, or to track one "B" shed ——— o o o o.
To Mission Junction against current of traffic, o o o o ———.

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

MISSION TOWER

To LAUPT, o ———.
To Alhambra or Naud Junction, east or west on East Bank Line, ———.
To Roundhouse, ——— o ——— o.
To River Station Tower or AO spur, o o o o o o.
To Brewery spur or Lacy Manufacturing Co., o o o ———.
To Coach yard, o o o o ———.
To Wilson Packing Co. lead, ——— o ———.
To or from East Bank Line or Alhambra, o ——— o o.
To Alhambra Avenue Coach yard lead, o o ——— o.
To Naud Junction from East Bank Line, o o ——— o o.
Against current of traffic, ——— o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving verbal authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 ft. west of Signal Bridge No. 3 on the East Bank Line.

200 ft. west of signal on eastward passenger track from East Bank Line to L. A. U. P. T. via Alhambra Avenue.

200 ft. east of first signal east of U. P. Crossing on westward Alhambra Avenue main tracks.

200 ft. east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, ——— o ———.

WILMINGTON (ANAHEIM BLVD.) TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. R.R. crossing M.P. 502.0 and A. T. & S. F. Ry. crossing M.P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

LOS NIETOS TOWER—ANAHEIM TOWER

Signal operator on duty 2.30 p. m. to 6.30 p. m. and 7.30 p. m. to 11.30 p. m. daily except Sunday. Plant cannot be operated by member of crew.

EL MONTE TOWER

To or from siding, o o o o o.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, ——— o o o o.

COLTON TOWER

To No. 1 track, ——— o o o o.
To No. 2 track, ——— o ———.
To Riverside, o o ———.
To Santa Fe interchange, o o o o o.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

SAN PEDRO BRANCH

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific R. R.

RIVERSIDE BRANCH

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

STAFF SYSTEM

COVINA BRANCH

Between Lone Hill and Ganesha Junction, and between Baldwin Park and Irwindale, on Reliance spur between initial switch and Consolidated Rock Co. yard.

TRAIN INSPECTION

Mixed trains, including military trains, made up in part of freight cars equipped with cast iron wheels, shall be required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, likewise speed restrictions.

When practicable, trainman must ride rear platform or in rear car on all trains, in position, where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-deck wood trestles.

Freight trains eastward must stop 10 mins. at Cabazon and Garnet, and westward 10 mins. at El Casco or Ordway for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Engines running light on descending grade must stop for inspection at freight train inspection points, a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Exception:

If required to stop at Palm Springs, Hugo or Haig, inspection will be made at those points instead of Garnet, El Casco or Ordway.

When any car containing T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature is loaded in excess of 65% of the marked capacity, the maximum distance that a freight train handling may run without stopping for inspection is 50 miles.

Between Yuma and Niland, when conditions are favorable and in the judgment of the conductor and engineer it is safe to do so, freight trains in either direction need not stop for inspection.

AON trains will not stop for inspection unless necessary in judgment of the conductor and engineer.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight and mixed trains is 80 pounds.

FREIGHT TRAINS

RULE 24. Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AON Trains—Running air brake tests shall be made approaching interlocking plants and leaving Beaumont. Standing air brake test shall not be made at Beaumont, unless continuity of the brake pipe has been changed.

RULE 33. 125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands; exception: on trains handling sugar beets, one retaining valve must be turned up for each 120 M's Beaumont to Redlands and 140 M's Redlands to Colton.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 150 M's on eastward trains handling 20 or more cars of rock or sand, Roscoe to Los Angeles Yard, and continuous run may be made between these points. If stop made between Burbank Junction and Los Angeles Yard for other operating reasons, retaining valves may be turned down if not required beyond.

Commencing at forward end of train retaining valves must be turned up on not less than 75 per cent of cars in AON trains, Beaumont to Garnet. Speed restrictions to remain unchanged.

Communicating signal will not be used on trains 370, 373 and 374.

PASSENGER TRAINS

RULE 35. Car inspectors at Los Angeles and Yuma will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their train. Conductor will give this information to road and helper engines coupled to his train en route, delivering a written check to relieving conductor.

RULE 38. Santa Barbara and Indio—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

Exception: At Santa Barbara, engineers will use hand, instead of steam whistle, signals. Trainmen will place themselves in a position to relay signals to the best advantage,

RULE 39. Running test must be made before descending grade, Beaumont.

Running test must be made on eastward trains three miles west of Burbank Junction.

Running test need not be made approaching Glendale Tower.

Running test of trains leaving LAUPT must be made immediately after clearing Mission Tower interlocking plant.

If air brakes have been used at Alhambra, running test need not be made approaching Mission Tower.

RULE 46. Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

MISCELLANEOUS

4. Helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.
(b) Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
(c) In no case will more than one helper engine be placed behind steel underframe cabooses.
(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except trains via San Joaquin Division, Mojave Subdivision C and heavier class must be placed ahead of AC class.

(e) Helper engines on freight trains must be placed in rear through Tunnel 26.

(f) Engines with or without cars must not be cut off or coupled to a train and angle cocks must not be turned and hose separated while train is in motion.

(g) Where it can be avoided, engines backing must not be placed ahead of engines running forward.

For the purpose of pushing trains out of yards:

(h) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(i) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.

(j) Air will not be coupled through pusher engine.

(k) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(l) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(m) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open steam valve on rear of train at station one-mile board and engineman will shut off the train heat one-half mile from station.

10. High water may be anticipated at Bridge 427-B, one-half mile west of Cavin, Santa Paula Branch. Approach this structure with caution, looking out for obstructions on track, and stopping if necessary to make an examination before passing.

Sand must not be used at location rail lubricators, as follows: between Chatsworth and Hasson M.P. 442.7 and M.P. 443.7; Eastbank Line eastward track M. P. 481.0; Mission Tower, eastward track M.P. 482.5; East of Taylor Jct., westward track M.P. 482.8.

Stop board west end of trestle 553.08 Greenspot. In case of high water, rain or indication of storm in mountains, do not pass over trestle until inspection has been made by trackmen.

Engines equipped with pilot snow plow are prohibited from entering Los Angeles Union passenger terminal account impaired platform clearance.

Engines must not use American Crystal Sugar Co. track No. 3, Oxnard.

Engines heavier than 200,000 pounds on drivers must not be used on San Gabriel Valley Lumber spur at San Gabriel beyond clearance point, or tracks of South Fontana Farm Co., South Fontana.

Engines heavier than 200,000 pounds on drivers and P-6, 7, 8, 10, 12 and 14 class engines, must not be used on any branch, except:

AC 1, 2, and 3 class engines 4000 to 4049 inc., may be used on San Pedro and Pasadena Branches.

All classes may be used on Burbank Branch from west end at Chatsworth to a point 1000 feet east.

All classes except AC 6, 7, 8 and 9 may be used on Santa Paula Branch.

Engines heavier than C class must not be used on tracks at points listed below:

Santa Barbara yard...	In old yard; Caboose; Swamp; team behind freight house. Must not back up through short cross-overs at west end freight yard.
Summerland........	All, except main track and west end of oil track for a distance of 450 feet from clearance point.
Carpinteria..........	Spur; outfit; MOD spur east of road crossing.
Seacliff.............	House, 200 feet beyond clearance point.
Ventura Jct.........	Associated Oil spur.
Ventura..............	Wholesale Grocery; Union Oil; Corral.
El Rio................	Spur.
Oxnard.............	High lines and track 19 A. C. S. Yard, beyond a point 2100 feet from the switch point.
Leesdale............	Team beyond clearance point.
Sucrosa............	Beet.
Somis...............	Corral and S. P. Mill beyond west end warehouse.
Lagol................	Spur.
Moorpark...........	Corral; Standard; Union Oil spurs and S. P. Mill beyond west end warehouse.
Strathearn..........	Corral beyond a point 380 feet from switch point.
Simi.................	Warehouse.
Santa Susana........	Tapo spur Mill; Corral.
Chatsworth...........	Storage; all tracks in old Chatsworth Park yard from a point 100 feet west of switch.
San Pedro...........	High line.
Rudell..............	Spur.
Pomona.............	Back team track west of Main St. Winery spur.
Ontario..............	Assets Corporation.
Declezville..........	Quarry tracks.
Beaumont...........	West end oil unloading track, Blinn Lumber spur.
Rockwood...........	All except main track.
Brawley, El Centro, Calexico...........	Icing tracks or leads.
El Centro...........	Old wye.
Calexico.............	Wye.
Between Niland and Calexico...........	Industry tracks.
Between Indio and Yuma.............	Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby, Mortmar, Durmid, Pope, Wister and house track Iris.
Mecca.............	Water track beyond 100 feet east of crossing.
Iris.................	House track.
Knob...............	House track.

AC class engines may use Ojai Branch between Ventura Jct. and Main St. M. P. 398.00 including Hobson and water spurs.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

SPEED RESTRICTIONS

Engines must not exceed 15 MPH on curves and approaching grade crossings when backing.

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS class engines, must not exceed speed prescribed for type of power used.

AC-8 class engines 4177 to 4204 inclusive, must not exceed 55 MPH handling train, or 30 MPH running light forward.

Following engines have been cross counter-balanced for speed of 75 MPH with passenger streamlined cars only:

All GS, Mt.

P-7, 8, 10, 12 class—2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 MPH handling passenger trains:

F-1, 3, 4, 5 class—3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4 and AC-5 class.

Maximum speed authorized for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 MPH must not be exceeded.

Maximum speed authorized for passenger trains between Los Angeles and Yuma will apply to Arizona overnight mdse. trains (AON) when consists entirely of cars equipped with steel wheels, except as follows: 60 MPH must not be exceeded at any point; 35 MPH Beaumont to Garnet; 40 MPH Knob to Araz Jct.

Trains with passenger equipment handling steel wheel box cars commonly known as "PMT" cars or foreign line steel wheel box cars equipped for movement in passenger trains or trains consisting wholly of steel wheel box cars, except those equipped with high speed trucks, must not exceed 60 MPH.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Trains consisting of engine and caboose only must not exceed freight train speed.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Do not exceed 15 MPH through main track turnouts and on sidings unless otherwise provided for, and do not exceed 10 miles per hour through turnouts and slip switches in other than main tracks.

C class engines must not exceed 10 MPH on curves and 25 MPH on straight track running forward or 10 MPH on curves and 20 MPH on tangent track running backward on Limoneria spur, Santa Paula Branch.

C class engines must not exceed 15 MPH on Tapo spur Santa Susana.

Do not exceed 6 MPH entering Alameda St. from Finkelstein Foundry Co. spur M. P. 490.3, San Pedro Branch, crossing must be cleared as quickly as practicable.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR mph	FRT. mph	Lgt. Eng. mph
2, 3	Santa Barbara over Street Crossings..........	20	20	20
2, 3	Ventura station and M. P. 397.09..........	25	20	20
7	Santa Paula..........	15	15	15
2, 3, 4	Los Angeles; between 25th St., River Station Tower, Naud Jct. and easterly line of Main St.	10	10	10
4	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard..........	15	15	15
4	El Monte..........	30	25	25
4	Pomona, 2640 feet each side of station..........	30	30	30
4, 5	Colton..........	30	30	30
8	Pasadena, Hope Street crossing M. P. 490.4..	6	6	6
8	Pasadena, California Street crossing M. P. 491.8	5	5	5
8	La Verne, 7958 feet west and 3336 feet east of station..........	40	25	25
8	Covina Branch Pomona Jct. switch and 1161 feet west..........	15	15	15
9	Redlands, 2nd St., all street crossings..........	10	10	10
8	San Bernardino, across Second, Rialto and Mill Streets..........	20	20	20
9	El Centro, Main Street crossing..........	20	20	20
9	Calipatria, Main Street..........	12	12	12
7	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet..........	20	20	20
7	Compton over Orange and Olive Sts..........	20	20	20
7	Compton over Main Street..........	8	8	8
8	Santa Ana, 3208 feet west and 2132 feet east Station..........	12	12	12

Maximum operating speeds for SP class engine when inside main rod has been removed:

Running under own steam........................30 MPH.
Being towed in train.................................30 MPH.

Dead or disabled engines, except S and SE class with all rods on, or main or side rods removed, are restricted to 30 MPH; with main and side rods removed, to 20 MPH.

Dead or disabled S and SE class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 MPH.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 MPH.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 MPH.

Engine with engine truck removed, running under own steam or hauled in train must not exceed 20 MPH.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains. Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 MPH.

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4	On tangent main tracks	25
	except SPMW 4044	25
5-6	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4	On tangent main tracks	25
5-6	On tangent branch tracks	25
All	On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

20. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight cars must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be in rear of train.

23. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

29. Movements over Union Pacific tracks between Santa Fe overhead bridge 2606 feet east of Dayton Ave. tower (east bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct. are governed by Union Pacific rules, time tables, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules No. 3, effective August 1st, 1940, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train order office LAUPT.

SPEED RESTRICTIONS

Maximum speed for passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Page No.	TERRITORY	PASSENGER—STREAMLINED	CARS OTHER THAN STREAMLINED				FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		CARS with GS Mt P Cross Counter-balanced Engines	With E, T 26, 32, 37, 40 P.A. Mt GS Engines and Motors	With M, T, 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 Mk-5, 6, 7, 8, 9 Engines	With C-2 to 10, incl. C 18-29 incl. F 1, 3, 4, 5, 6 AC,4,5,6,7,8 AM 2 SP 1, 2, 3 Engines	With C 15, 17 TW Mk 2, 4, 10 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. GS	T 26, 32, 37, 40	M, T, 1, 2, 8, 9 23, 26, 31, 36, 57, 58' C 2-10 incl. C 18-29 incl. Mk 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 15, 17 TW, Mk 2, 4, 10 AC 1, 2, 3, 4, 5, 6, 7, 8 AM 2
2, 3	Santa Barbara and Mission Tower, via Oxnard and Raymer as follows:												
2, 3	M.P. 370.70-383.66	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 383.66-387.70 Eastward	45	45	45	45	40	35	30	20	35	35	35	30
	Westward	45	45	45	45	40	35	30	20	30	30	30	30
2, 3	M.P. 387.70-400.00	65	60	50	45	40	40	30	20	35	35	35	30
2, 3	M.P. 400.00-418.00	75	65	50	45	40	40	30	20	35	35	35	30
2, 3	M.P. 418.00-437.80	65	60	50	45	40	40	30	20	30	30	30	30
2, 3	M.P. 437.80-440.90	60	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 440.90-444.39	40	40	40	40	40	30	30	20	35	35	35	30
2, 3	M.P. 444.39-460.85	75	65	50	45	40	40	30	20	35	35	35	30
2, 3	M.P. 460.85-462.38	70	55	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 462.38-462.70 Eastward	40	40	40	40	40	30	30	20	30	30	30	30
	Westward	35	35	35	35	35	30	30	20	30	30	30	30
2, 3	Burbank Jct., Crossover east of tower	35	35	35	35	35	25	25	20	25	25	25	25
2, 3	M.P. 462.70-475.88	50	50	45	45	40	35	30	20	35	35	35	30
2, 3	M.P. 475.88-476.35	50	50	45	45	40	30	30	20	30	30	30	30
2, 3	M.P. 476.35-477.34	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 477.34-480.37 (Glendale tower)-(Eastward home signal Dayton Ave. tower)	40	40	40	40	40	25	25	20	25	25	25	25
7	M.P. 480.37—River Station Tower	25	25	25	25	25	20	20	20	20	20	20	20
2, 3	Through Switches at M.P. 478.98 and at M.P. 480.60	25	25	25	25	25	20	20	20	20	20	20	20
2, 3	(On Third Track Glendale Tower and West Lead "A" Yard)	15	15	15	15	15	15	15	15	15	15	15	15
7	River Station Tower to Mission Tower via Rondout St.	10	10	10	10	10	10	10	10	10	10	10	10
2, 3	East Bank Line, Dayton Ave. Tower and East Bank Jct.	20	20	20	20	20	20	20	20	20	20	20	20
2, 3	East Bank Line, on curve between East Bank Jct. and Mission Tower	10	10	10	10	10	10	10	10	10	10	10	10
4, 5	Mission Tower—Eastbank Jct. and Indio except as otherwise provided		50	50	45	40	35	30	20	35	35	35	30
4	Eastbank Jct. and Taylor Jct.		15	15	15	15	15	15	15	15	15	15	15
4	Alhambra, end double track through turnout, eastward		25	25	25	25	25	20	20	25	25	25	25
4	M.P. 491.20-536.65		65	50	45	40	40	30	20	35	35	35	30
4	M.P. 536.65-540.00		30	30	30	30	30	30	20	30	30	30	30
5	M.P. 540.00-546.64 Eastward		50	50	45	40	35	30	20	35	35	35	30
	Westward		50	50	45	40	25	25	20	35	35	35	30
5	M.P. 546.64-563.06 Eastward		40	40	40	40	35	30	20	35	35	35	30
	Westward		40	40	40	40	25	25	20	35	35	35	30
5	M.P. 563.06-567.82 Eastward		50	50	45	40	20	20	20	35	35	35	30
	Westward		50	50	45	40	35	30	20	35	35	35	30
5	M.P. 567.82-589.00 Eastward		40	40	40	40	20	20	20	35	35	35	30
	Westward		40	40	40	40	35	30	20	35	35	35	30
5	M.P. 589.00-598.55 Eastward		60	50	45	40	25	25	20	45	40	35	30
	Westward		60	50	45	40	40	30	20	35	35	35	30
5	M.P. 598.55-609.70 Eastward		60	50	45	40	35	30	20	35	35	35	30
	Westward		60	50	45	40	40	30	20	35	35	35	30
5, 6	Between outside switches Indio		30	30	30	30	20	20	20	20	20	20	20
6	East switch Indio-M.P. 632.00; 634.96-669.50		65	50	45	40	40	30	20	45	40	35	30
6	M.P. 669.50-693.50		70	50	45	40	40	30	20	45	40	35	30
6	M.P. 693.50-723.00		65	50	45	40	40	30	20	35	35	35	30
6	Araz Jct. through all switches and through crossovers at Araz		25	25	25	25	25	20	20	20	20	20	20
6	M.P. 727 and M. P. 731.75		60	50	45	40	35	30	20	45	40	35	30
6	M.P. 731.75 and Yuma		15	15	15	15	15	15	15	15	15	15	15
9	Over Alamo Bridge 679.85 between Calipatria and Rockwood		30	30	30	30	30	30	20	30	30	30	30
6	Araz Jct.-Westward trains via Knob moving against current of traffic on eastward main track must not exceed 25 MPH over Inter-Cal Jct. switch												

SPEED RESTRICTIONS

Maximum speed for passenger trains must not exceed **50 MPH** and freight and mixed trains **35 MPH** except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

Page No.	TERRITORY	PASSENGER					FREIGHT	LIGHT ENGINES RUNNING FORWARD					
		Maximum	With E, T 26, 32, 37, 40 P.A. Mt. GS Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 Mk.-5, 6, 7, 8, 9, Engines	With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 AM 2 SP 1, 2, 3 Engines	With C 15, 17 TW Mk. 2, 4, 10 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. GS	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. Mk. 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 15, 17 TW, Mk. 2. 4. 10 AC 1, 2, 3 4, 5, 6, 7, 8 AM 2
9	Westmorland Branch and Sandia Branch	25					25	25	20				
7	Ojai Branch	25					20	20	20				
7	Ojai Branch engines, backing on curves	15					15	15	15				
7	Ojai Branch M.P. 407 and 408	10					10	10	10				
7	Burbank Branch	25					25	25	20				
7	Encino—over Balboa Blvd. Crossing	10					10	10	10				
7	Santa Paula Branch	30					25	25	20				
7	M.P. 414.06 and 414.20, Santa Paula Branch	30					18	18	18				
7	M P. 431.62 and 438.10, Santa Paula Branch	25					18	15	15				
7	M.P. 439.05 and 439.41. Santa Paula Branch	25					18	15	15				
7	M.P. 440.93 and 441.96, Santa Paula Branch	25					18	15	15				
7	M.P. 444.20 and 444.84, Santa Paula Branch	30					18	18	18				
7	Through turnouts each side of first crossing bridge Los Angeles River and while crossing bridge	15					15	15	15				
7	Clement Jct. and Firestone Park	30					30	30	20				
7	Home signals Nadeau interlocking plant	10					10	10	10				
7	Firestone Park and San Pedro	40					30	30	20				
7	Wilmington (Anaheim Blvd.) and Fifth St., San Pedro	15					15	15	15				
8	Long Beach Branch	40					25	25	20				
8	Long Beach Branch, P. E. Crossing and Anaheim Blvd	10					10	10	10				
7	Opposite Station Building and crossover switches. End of D.T. Firestone Park	15					15	15	15				
8	Home signals South Gate (Atlantic Blvd.) interlocking plant	20					20	20	20				
8	Firestone Park and Santa Ana	40					30	30	20				
8	West Anaheim and 1 mile east of Anaheim	15					15	15	15				
8	Santa Ana and Dyer	30					25	25	20				
8	Whittier Branch	30					30	20	20				
8	Whittier Branch over Telegraph Road	10					10	10	10				
8	Los Alamitos Branch	20					20	20	20				
8	Smeltzer Branch	30					25	25	20				
8	Tustin Jct. and Tustin, except following:	30					30	20	20				
	Bridge 513-D	20					20	20	20				
	M.P. 516.3 to 516.41; M.P. 517.73 to 518.25	20					20	20	20				
	M.P. 518.70 to 518.92; M.P. 519.23 to 519.86	20					20	20	20				
	M.P. 521.60 to 521.73	20					20	20	20				
8	Pasadena Branch	15					15	15	15				
8	Duarte Branch, except	30					25	20	20				
8	Over Bridge 496.87 just east of Arcadia	10					10	10	10				
8	Covina Branch	30					25	25	20				
9	Chino Branch	20					20	20	20				
8	San Bernardino and Riverside Branches	35					20	20	20				
9	Home signals Highgrove interlocking plant	20					20	20	20				
9	Redlands Branch	25					20	20	20				
9	Niland Station and wye switch on Calexico line	20	20	20	20	20	20	20	20	20	20	20	20

All trains do not exceed 10 MPH entering Avalon Boulevard, Wilmington M.P. 503.3. Speed may be resumed after engine has passed over the crossing.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	BETWEEN	HEIGHT	DESCRIPTION
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 6 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	20 ft. 6¾ in.	Tunnel No. 28.
423.0	Sespe and Fillmore	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
547.3	Motor Jct.-Redlands 2d St.	19 ft. 6 in.	Mill Creek.

Los Angeles Yard:	Impaired:
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street	Overhead
American Hair and Felt Co.	Side
F. Arbogast Bldg., Commercial and Market	Side
L. A. Warehouse, gate, Commercial and Market	Side
J. F. Holbrook, gate, 310 Market St.	Side
Roberts, Otter & Nelson Bldg., 316 Market St., platform	Side
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave.	Overhead
Peck & Hill spur, shed roof, N. Spring and Alpine	Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring	Side
L. A. Warehouse, Commercial and Alameda	Side and Overhead
Santa Barbara:	
Palmer Gavit private car shed	Overhead
Santa Paula—Santa Paula Rock Co., Wilshire spur	Side and Overhead
West Glendale—Inner Tube Factory	Side
Van Nuys—Fence at Hammond Lumber Company spur	Side
Oxnard—American Beet Sugar Co.:	
Track 15 beet dump	Side
Track 7, power house and scale house	Side
Pasadena:	
Freight house platform	Side
Monrovia:	
Day and Night Water Heater Co., spur, platform and roof	Side
Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks	Side
Azusa Ave.—Golden Orange Growers Packing House platform	Side
Pomona:	
Stine Transfer Company	Side
Pomona Box Co.	Side
South Fontana—Hog Farm No. 1 and No. 2	Side
Colton:	
All loading tracks Cement Plant	Side
P. F. E. Track No. 6 and 7	Overhead and Side
Roundhouse	Side
Colton sand spur	Overhead
San Bernardino:	
I. S. Chapman & Co.	Side
P. E. Poles, San Bernardino	Side
Highgrove:	
Stock corral	Side
Riverside:	
Wilson & Company	Side
Riverside Foundry	Side
Union Oil Company	Side
M. J. Johnson & Co., wholesale grocers	Side
Redlands, 2nd St.:	
Lyons & Sons Packing House	Side
Brawley:	
Shed 28	Side
Hammond Lumber Company spur	Side

Compton—Shed in Union Rock Co. plant (Do not switch cars beyond this point)

Wilmington (Anaheim Blvd.)—Advance Truck Co. spur (Do not use beyond gate)

San Pedro:	
S. P. Slip platform	Side
Consolidated Lumber Co., platforms tracks 6 and 7	Side
Buena Park—American Fruit Growers house, also low switch stands	Side
Anaheim:	
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles	Side
Santa Ana:	
California Packing House	Side

Portable runway between warehouses on Holly Sugar Co., sugar house track, Dyer, must be removed before track is used.

When in use, apron on beet dump and beet loading conveyor at stations named below will not clear a car of greater height than a beet rack:

Saugus
Leesdale
Northridge
Elftman
Wintersburg
El Monte
Chino
Brawley
El Centro
Curlew
Rico

Open deck trestle at M.P. 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track near Kester; M.P. 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch 541-C.

Pacific Electric trolley poles on San Bernardino Branch between M.P. 539.30 and M.P. 542.04, on Riverside Branch between M.P. 539.43 and M.P. 541.36, and on Covina Branch between Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, tracks 6 and 7.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Guasti, El Casco, Beaumont, Palm Springs.

Following water columns are not standard clearance: Oxnard, Moorpark, Palm Springs.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton to Indio	Indio to Colton	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard	SAN PEDRO BRANCH	
																	San Pedro to 47th St.	47th St. to L. A. Yard via Butte St. & E. Bank Line
M— 4	M—63 20/28 126, 135-S	1617 to 1713	190	1600	3450	1850	3350	940	900	2250	2100	3300	2900	730	820	1700	3400	2500
M—6, 8	M—63 21/28 150-S,159-S	1720 to 1803, 1823 to 1825	200	2000	4250	2300	4150	1200	1150	2800	2600	4050	3600	930	1000	2150	4000	2900
M—9, 11	M—63 21/28 150-S,153-S	1804 to 1822, 1826 to 1831	210	2100	4500	2450	4300	1250	1200	2900	2750	4300	3800	990	1100	2250	4200	3000
P—1,3,5	P—77 22/28 141-S	2400 to 2452	210	1800	4200	2100	4050	1000	1000	2550	2350	3750	3350	800	890	1950	3800	2700
P— 4	P—77 23/28 155-B, 58-SF	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424, 2436	210	2050	4600	2400	4350	1150	1100	3050	2850	4300	3800	900	1000	2250	4150	2950
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	5200	2600	5100	1300	1250	3200	2950	4650	4150	1000	1150	2500	4650	3350
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	5450	2800	5400	1400	1300	3400	3150	4950	4400	1100	1250	2650	4900	3500
P—10	P—73 25/30 181-SF	2478 to 2483	200	2500	5600	3000	5450	1450	1400	3600	3300	5200	4650	1100	1250	2750	5250	3750
P—10	P—73 25/30 183-B, 63-SF	2484 to 2491	200	2600	5600	3100	5750	1450	1400	3900	3600	5400	4850	1100	1250	2850	5250	3750
P—12	P—73 27/28 189-SF	3120 to 3129	190 205	2600	6050	3050	5450	1550	1500	3700	3450	5450	4850	1200	1350	2950	5450	3900
P—12	P—73 26/28 189-SF																	
C—9, 10	C—57 22/30 200-SF	2513 to 2599, 2750,	210	2550	5300	2950	5200	1550	1500	3600	3300	5200	4600	1200	1300	2700	5500	3900
C—9, 10	C—57 22/30 194-S	2752 to 2860																
C— 8	C—57 22/30 192-S	2698 to 2749, 2751																
C— 5	C—57 22/30 185-S,187-S	2624 to 2693																
T—23		2301 to 2310		2100	4500	2450	4300	1250	1200	2900	2750	4300	3800	990	1100	2250	4200	3000
T—26		2283 to 2299		1750	4000	2050	3650	1000	950	2500	2300	3600	3250	800	900	1900	3700	2600
T—28,31	T—63 22/28 162-S	2311 to 2362	210	2300	4850	2700	4700	1350	1250	3250	3000	4700	4150	1050	1200	2450	4650	3300
Mk—2, 4		3201 to 3240		3000	6150	3500	5950	1700	1650	4100	3700	5950	5250	1300	1400	3200	6350	4450
Mk—5, 6		3241 to 3277		3200	6750	3700	6500	1850	1800	4500	4100	6500	5750	1450	1600	3500	6950	4900
Mk—7, 8, 9	Mk—63 29/30 247-S,257-SF	3300 to 3324	176 205	3550	7450	4100	7200	2100	2050	4950	4550	7200	6350	1650	1850	3750	....	....
Mk—7, 8, 9	Mk—63 27/30 247-S,257-SF																	
F— 1	F—63 27½/32 273-S,282-SF	3611 to 3652	200	3750	7750	4350	7600	2300	2250	5250	4850	7600	6700	1750	1950	3950	....	....
F— 3	F—63 29½/32 297-S 300-SF	3653 to 3667	200	4250	8400	4950	7800	2700	2600	6000	5500	10000	7600	2000	2200	4500	....	....
F—4, 5	F—63 29½/32 306-B, 61-SF	3668 to 3763, 3769	200	4500	8850	5350	8000	2700	2600	6600	6050	11000	8000	2100	2300	4800	....	....
F— 5	F—63 29½/32 306-B, 62-SF	3764 to 3768																
Mt—1,3,4,5	Mt—73 28/30 246-B, 60-SF	4300 to 4376	210	3500	7450	4100	7250	2050	2000	5250	4850	8800	6500	1550	1750	3850	....	....
GS— 1	GS—73 27/30 262-B,104-SF	4400 to 4409	250	3700	8000	4450	7400	2250	2200	5500	5100	9200	6900	1600	1800	3950	....	....
GS— 2	GS—73 27/30 266-B,104-SF	4410 to 4415																
GS— 3	GS—80 26/32 267-B,109-SF	4416 to 4429	280 300	3800	8250	4450	7600	2250	2200	5650	5250	9500	7100	1650	1850	4100	....	....
GS— 4	GS—80 25½/32 276-B,118-SF	4430 to 4449																
SP— 1	SP—63 $\frac{25}{28-32}$ 316-B, 60-SF	5000 to 5015	225	5200	10500	6200	9000	3000	2900	7400	6950	11900	9000	2300	2500	5500	....	....
SP—2, 3	SP—63 $\frac{25}{28-32}$ 317-B, 61-SF	5016 to 5048																
AC—1,2,3	AC—57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	4800	9950	5550	9750	3150	3050	6700	6200	11900	8600	2500	2700	5500	10950	8000
AC— 4	AC—63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	7750	13900	8750	13150	4000	3850	9450	8700	16500	12000	3200	3500	6900	....	....
AC— 5	AC—63 $\frac{24-24}{32}$ 483-SF																	
AC—6, 7	AC—63 $\frac{24-24}{32}$ 517-SF,515-SF	4126 to 4204	250	8250	14800	9300	14500	4250	4100	10000	9250	18000	14000	3400	3700	7300	....	....
AC— 8	AC—63 $\frac{24-24}{32}$ 532-SF																	
	Allowance for Empty and Underloaded Cars	Less than 45 Ms		3	3	3	3	3	3	6	6	6	6	3	3	6		
		45 Ms to 55 Ms		3	3	3	3	3	3	3	3	3	3	3	3	3		
		More than 55 Ms		0	0	0	0	0	0	0	0	0	0	0	0	0		

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.	281.35	
Santa Barbara to Burbank	S. P. R. R.	93.45	
Niland to Calexico	S. P. Co.	41.70	
Cantu to Araz Jct.	S. P. Co.	2.71	
Total Main Lines			419.21

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		20.74	
Chino	S. P. R. R.	Pomona to Chino		5.06	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville	S. P. R. R.	South Fontana to Declezville		1.65	
Duarte	S. P. R. R.	Alhambra to Duarte		13.08	
Long Beach	S. P. R. R.	Wilmington (Anaheim Blvd.) to Long Beach		2.31	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		9.74	
Smeltzer	S. P. R. R.	Stanton Jct. to Wiebling		7.77	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.18	
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.69	
Redlands	S. P. R. R.	Bryn Mawr to Greenspot		8.94	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.89	
Sandia	S. P. Co.	Calipatria to Near Holtville	27.46		
	H. I. Ry.	Near Holtville to El Centro	9.73	37.19	
San Pedro	S. P. R. R.	Los Angeles to San Pedro	26.52		
	L.A.&S.L.R.R.	At Los Angeles	7.30		
	P. E. Ry.	At San Pedro	.03	33.85	
Santa Ana	S. P. R. R.	Firestone Park to Dyer		31.03	
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42	
Tustin	S. P. R. R.	Tustin Junction to Tustin		10.65	
Westmorland	S. P. Co.	Calipatria to Westmorland		12.79	
Whittier	S. P. R. R.	Studebaker to Whittier		5.91	
Total Branches					295.29
Total Los Angeles Division					714.50

TERMINAL SUPERINTENDENT

M. A. NUGENT............Los Angeles Yard

ASST. TERMINAL SUPERINTENDENT

W. A. SEAL..............Los Angeles Yard

H. G. HARVEY, Assistant Trainmaster—
Division Examiner..........Los Angeles Yard

TRAINMASTERS

E. J. KELLUM..............Los Angeles Yard

T. W. CARDWELL..........Los Angeles Yard

H. W. MAXWELL.....................Indio

ASSISTANT TRAINMASTER

J. ROBBINS.........................Calexico

CHIEF TRAIN DISPATCHER

J. A. DAY......................Los Angeles

ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS..............Los Angeles

H. W. WALTERS..............Los Angeles

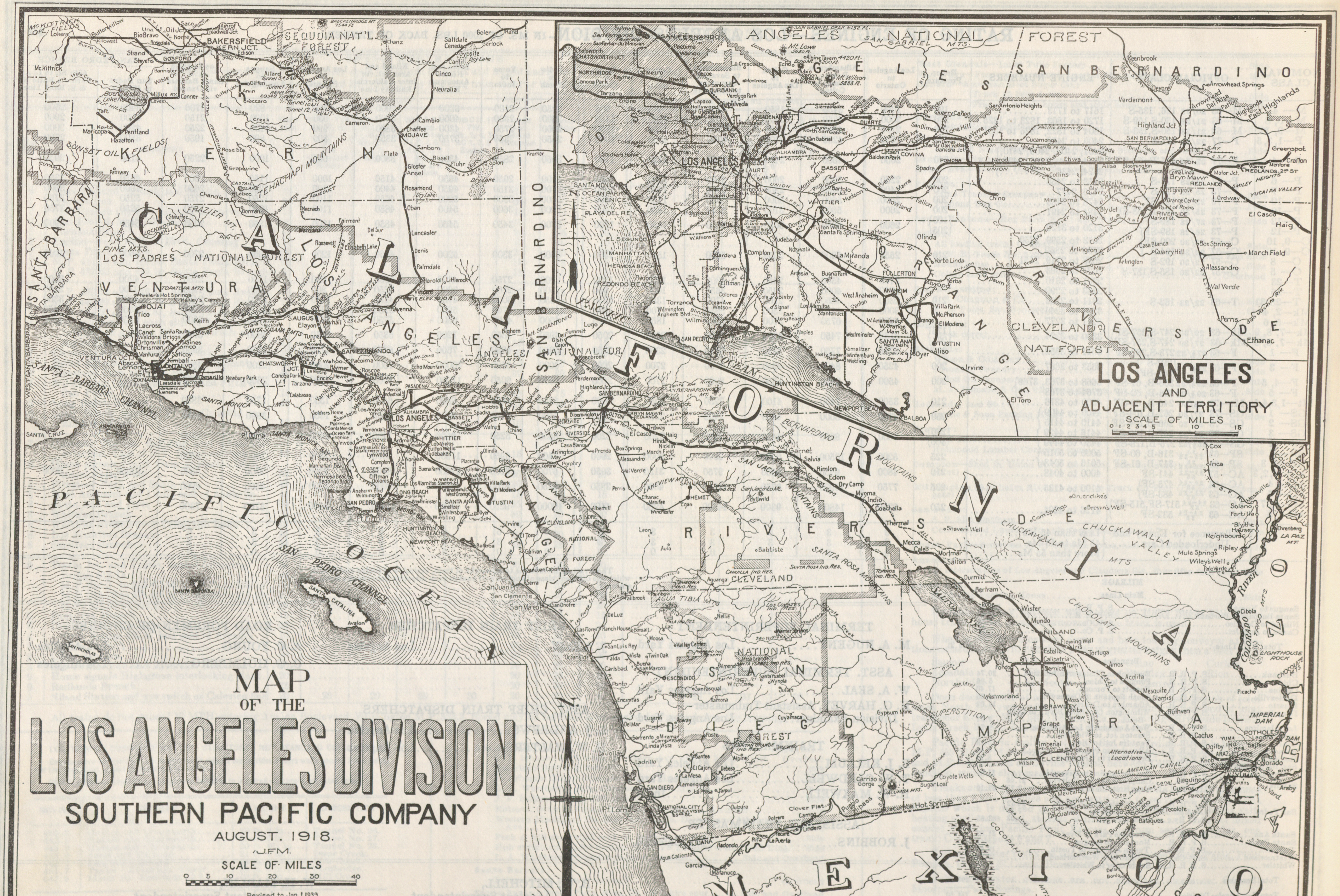
ROAD FOREMEN OF ENGINES

A. C. YOUNG.................Los Angeles

C. G. HOLMBERG............Los Angeles

B. W. MITCHELL,
Assistant Superintendent.

W. H. MARLIN,
Assistant Superintendent.


LOS ANGELES AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
ANGELES NATIONAL FOREST
SAN GABRIEL MTS.
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
CLEVELAND NAT. FOREST
PACIFIC OCEAN
CALIFORNIA
KERN
VENTURA
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
IMPERIAL
SAN DIEGO
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
SEQUOIA NAT'L FOREST
LOS PADRES NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND
NATIONAL FOREST
SUNSET OIL FIELDS
McKITTRICK OIL FIELDS
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA MTS
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SUPERSTITION MT.
COCOPAHS MTS.
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA CATALINA
SANTA BARBARA
SAN NICHOLAS
SANTA CRUZ
ANACAPA IS.
SALTON SEA
ALL AMERICAN CANAL
COLORADO RIVER
IMPERIAL DAM
LIGHTHOUSE ROCK
Alternative Locations
BAKERSFIELD
KERN JCT.
MOJAVE
LANCASTER
PALMDALE
SAUGUS
OXNARD
VENTURA
SANTA MONICA
LOS ANGELES
PASADENA
SAN FERNANDO
LONG BEACH
SAN PEDRO
SANTA ANA
ANAHEIM
FULLERTON
POMONA
ONTARIO
COLTON
SAN BERNARDINO
REDLANDS
RIVERSIDE
BANNING
INDIO
MECCA
NILAND
BRAWLEY
EL CENTRO
CALEXICO
YUMA
SAN DIEGO
OCEANSIDE
TIJUANA

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1939

" " Jan. 1, 1941